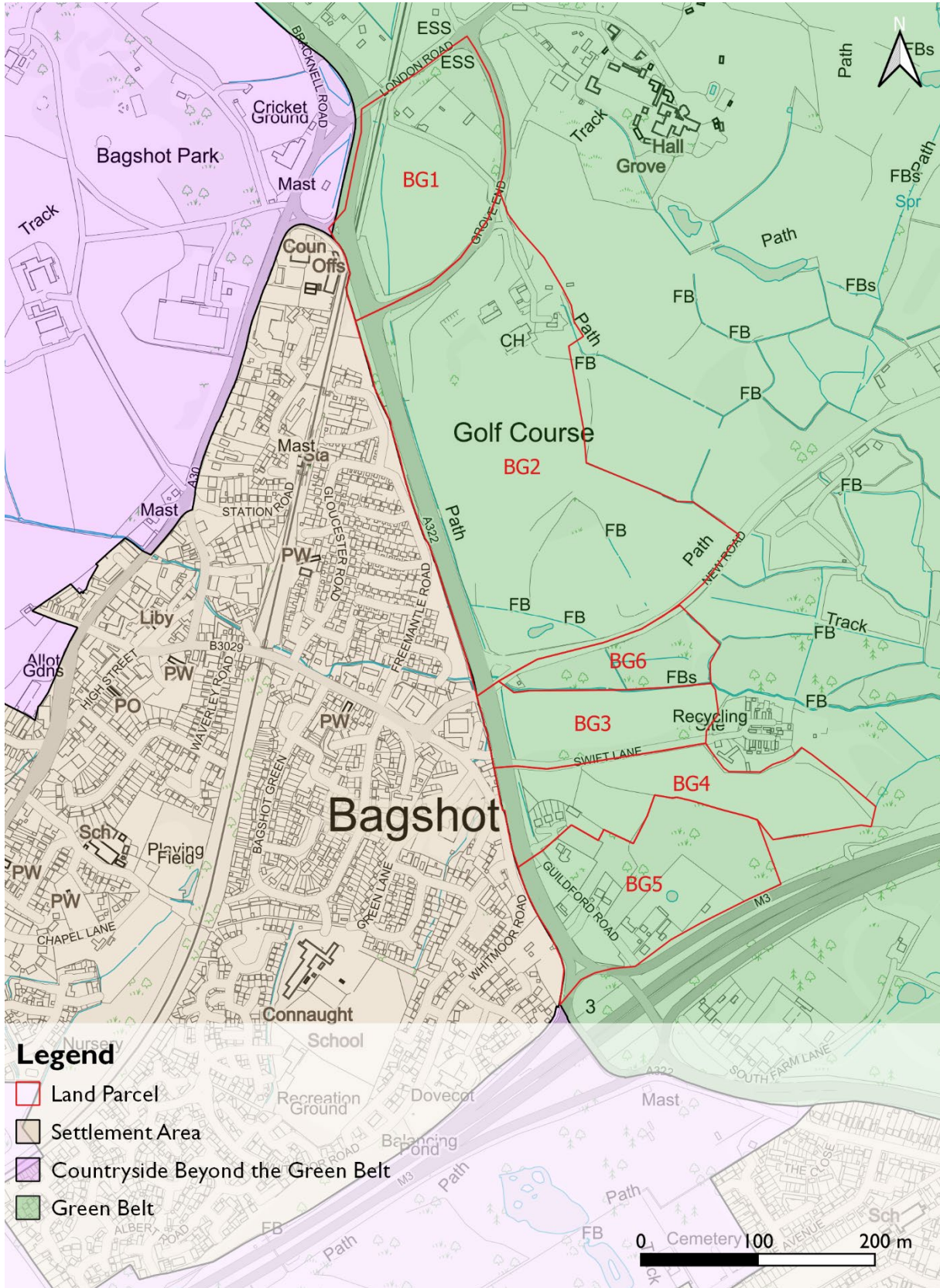
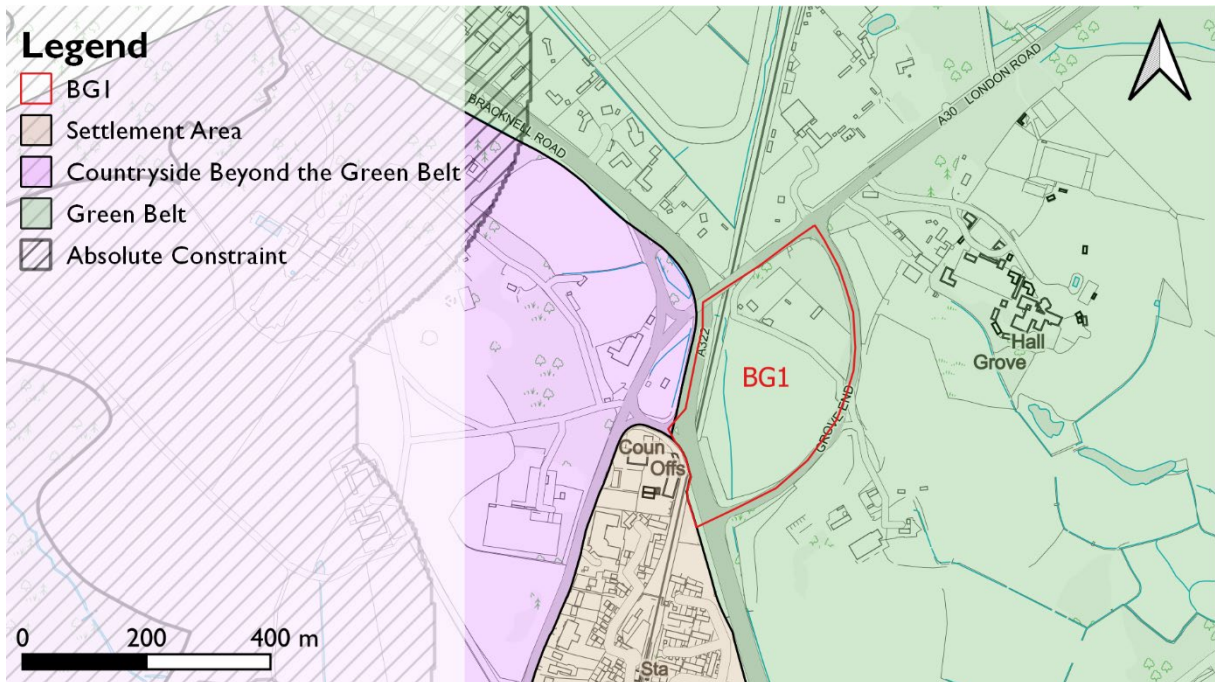


I. Bagshot



I. Bagshot

BGI: Land at Grove End



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G4: Land at Grove End		
Parcel G4 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G4 was considered to function strongly against Purposes 2 and 3, owing to its open character and the role played by the parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot.	P1	N/A
	P2	Strong
	P3	Strong
	P4	N/A

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Landscape Character Area/Sub Area	Sensitivity to new development
SS5a: Bagshot to Windlesham Settled and Wooded Sandy Farmland	Low-Moderate

I. Bagshot

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 736 was included within the Surrey Heath Sites Appraisal 2018 under Ref BAG1.	P1	N/A
	P2	Strong
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No Function
P2	The parcel lies within a narrow gap between Bagshot and Snows Ride and owing to its largely undeveloped nature, the parcel contributes to the visual gap between the settlements, which is undermined in other locations by existing development.	Strong
P3	The Land parcel is largely open, principally comprising pastoral fields and pockets of woodland. Development is limited to dispersed residential dwellings as expected in the countryside. Notwithstanding this, the highway infrastructure encircling the site does have a degree of urbanising influence upon the parcel which, on balance, undermines its otherwise strong performance against P3.	Moderate
P4	The parcel lies adjacent to the historic settlement of Bagshot, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No Function

Discussion of any differences between the findings of the GB&CS 2017 Study, SHSA 2018 Study & this Study:

I. Bagshot

Both the 2017 GB&CS Study and 2018 GBSA rated land at Grove End as functioning strongly against Purpose 3. The current study places greater emphasis on the consideration of the urbanising influence of neighbouring land than the methodologies used in previous studies. It was felt that, on balance, the urbanising influence arising from the encircling transport infrastructure warranted attribution of a 'moderate' rather than a 'Strong' rating for the parcel.

Overall Part I Rating	Moderate High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

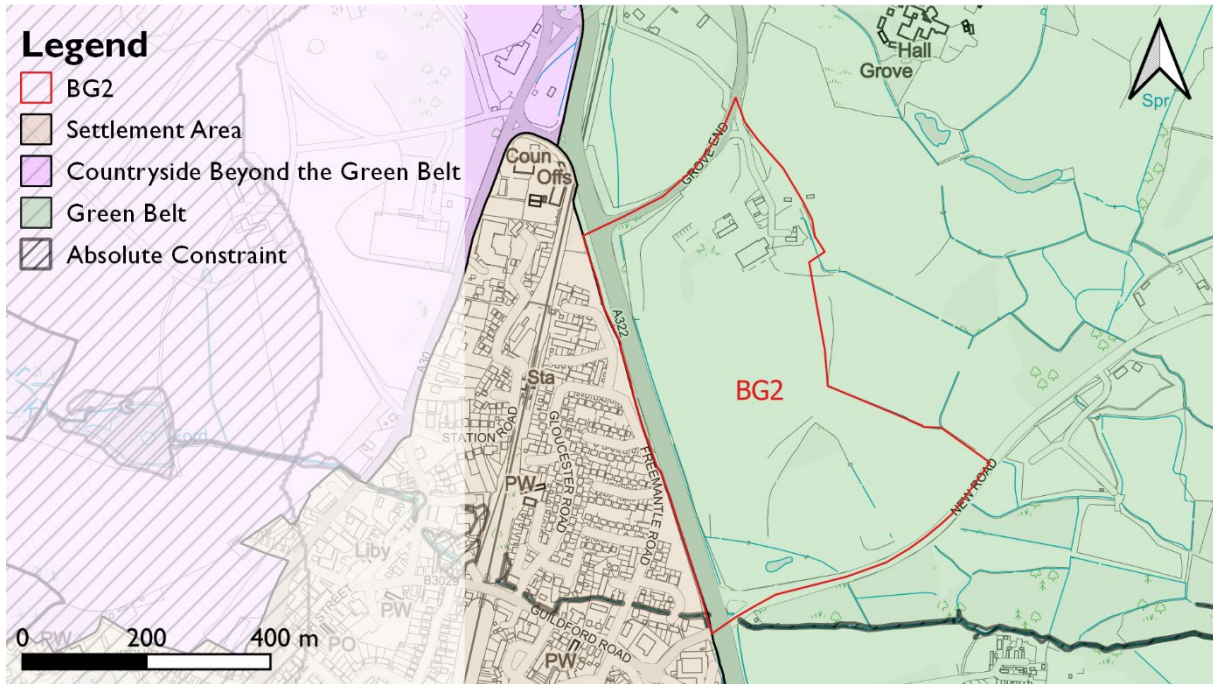
Discussion of Findings:

Development within parcel BG1 would particularly risk containment of adjoining well functioning Green Belt land to the south east and in this location, the existing Green Belt boundary formed by the A322 is very robust. Release of parcel BG1 alone would have a slightly disconnected relationship with the adjoining settlement area. Notwithstanding this, the site is well contained by adjoining highways which would form a robust boundary.

Release alongside BG2 would slightly improve the relationship with the adjoining settlement, but would result in the creation of a more diffuse boundary; as such this would not reduce the risk of harm to the wider Green Belt.

I. Bagshot

BG2: Land at Windlesham Golf Course, to the east of the A322 Guildford Road



Overview of findings from Green Belt and Countryside (GBCS) Study 2017

G5: Land south of London Road, east of Bracknell Road and west of School Road		
Parcel G5 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G5 was considered to function strongly against Purposes 2 and 3, owing to its open character and the role played by the parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot.	P1	No Function
	P2	Strong
	P3	Strong
	P4	No Function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Landscape Character Area/Sub Area	Sensitivity to new development
SS5a: Bagshot to Windlesham Settled and Wooded Sandy Farmland	Low-Moderate
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

I. Bagshot

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No Function
P2	The parcel lies within a narrow gap between Bagshot and Snows Ride and owing to its location adjacent to New Road, influences the experienced gap between Bagshot and Windlesham. Land within the parcel is generally flat with sparse to moderate lines of trees throughout. Owing to its largely undeveloped, open nature, the parcel contributes well to the visual gap between the settlements, which is undermined in other locations by existing development. and loss of openness here is likely to undermine the actual and experienced gap between Bagshot and Snows Ride/Windlesham.	Strong
P3	The parcel possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited and the strong settlement edge provided by the A322 to the north east of Bagshot effectively limits visual urbanising influence.	Strong
P4	The parcel lies adjacent to the historic settlement of Bagshot, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No Function

Discussion of any differences between the findings of the GB&CS 2017 Study, SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

I. Bagshot

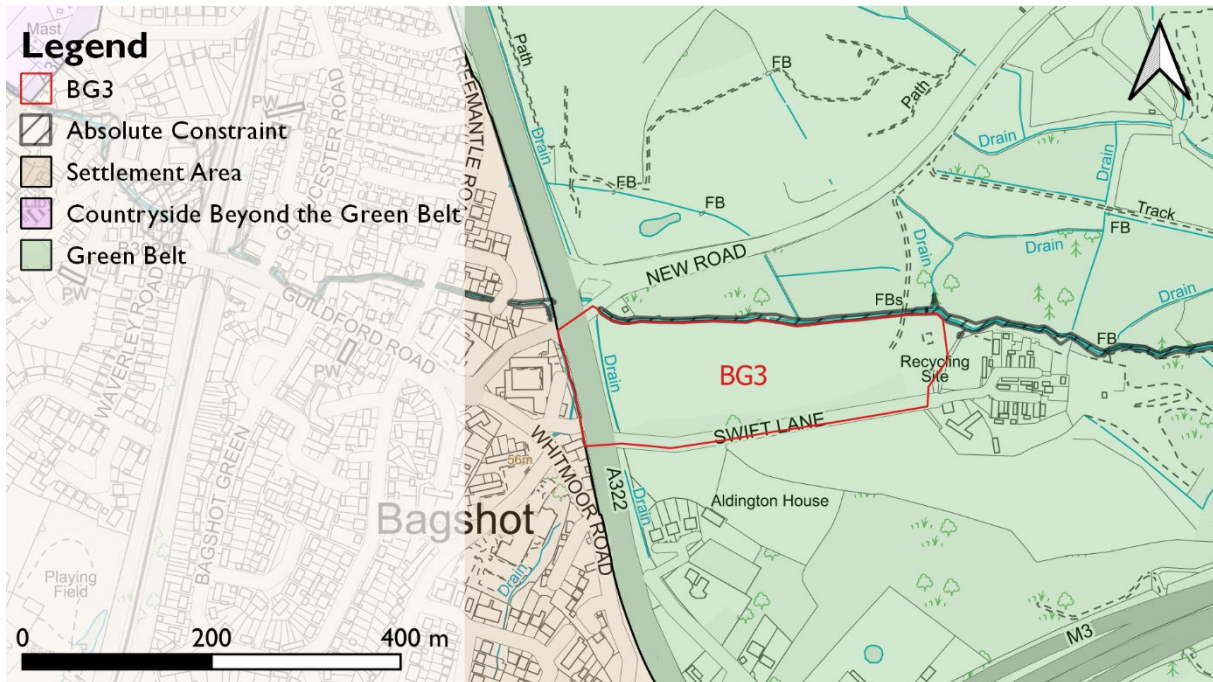
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels [BG1]	Moderate Risk

Discussion of Findings:
<p>Development within parcel BG2 would hold the potential to increase the containment of Green Belt land within parcels BG1 and BG6 (although the impact of this containment would be limited by the presence of woodland in BG6). Parcel BG2 is not particularly well contained by the landscape to the north east and there is an absence of clear physical features which could be used to define a robust Green Belt boundary. A revised Green Belt boundary in this location is likely to be significantly less robust than that provided by the A322.</p> <p>Release in conjunction with BG1 would largely address containment issues, but would still result in the provision of a diffuse boundary.</p>

I. Bagshot

BG3: Land north of Swift Lane and east of the A322



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G7: Land to the north east of Junction 3 of the M3 Motorway		
Parcel G7 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G7 was considered to function strongly against Purposes 2 and 3, owing to its open character and the role played by the parcel in preventing development that would result in the merging of Windlesham and Bagshot.	P1	No Function
	P2	Strong
	P3	Strong
	P4	No Function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Landscape Character Area/Sub Area	Sensitivity to new development
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

I. Bagshot

2018?

Yes - SLAA site 737 was included within the Surrey Heath Sites Appraisal 2018 under Ref WIN3.	P1	N/A
	P2	Strong
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area	No function
P2	The parcel lies within a narrow gap between Bagshot and Windlesham. Owing to its largely undeveloped and partially wooded character, the parcel contributes to the visual gap between the settlements, which is undermined in other locations by existing development. Development in this location would connect outlying development at Swift Lane to the settlement at Bagshot and would result in a significant reduction in the actual size of the already narrow gap,	Strong
P3	Parcel BG3 is wholly undeveloped, possessing the characteristics of the countryside and being of an open character. There is only a minor sense of urbanising influence arising from the adjoining waste site, however on balance, this does not undermine the strength of the parcel overall.	Strong
P4	The parcel lies adjacent to the historic settlement of Bagshot, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No Function

Discussion of any differences between the findings of the GB&CS 2017 Study, SHSA 2018 Study & this Study:

N/A

I. Bagshot

Overall Part I Rating	High Function
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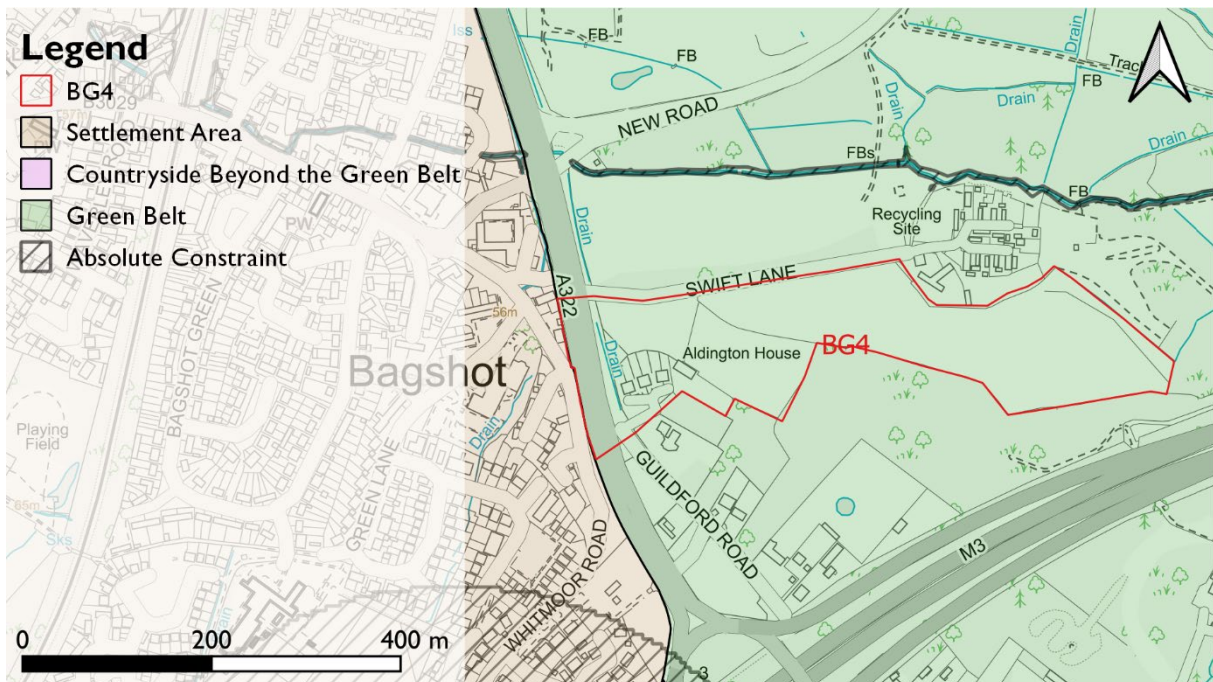
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [BG3 – BG5]	Lower Risk

Discussion of Findings:
<p>Development within parcel BG3 would increase the containment of land in parcels BG4 to the south (which is also under the influence of urbanising development at Swift Lane Recycling Centre) and BG6 to the north (although the wooded characteristics of parcel BG6 would limit the impact of this containment to a degree). Although not considered as robust as the A322, a relatively robust alternative boundary could be provided by woodland in this location and could also incorporate land at the adjoining Recycling Centre and Gypsy and Traveller site.</p> <p>Release in conjunction with parcels BG4 - BG5 would enable development to be well contained by the landscape, and would offer a relatively robust boundary without significant impact to the wider Green Belt.</p>

I. Bagshot

BG4: Land to the South of Swift Lane and to the east of Guildford Road



Overview of findings from Green Belt and Countryside Study (GB&CS) 2017

G7: Land to the north east of Junction 3 of the M3 Motorway

Parcel G7 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G7 was considered to function strongly against Purposes 2 and 3, owing to its open, countryside character and the role played by the parcel in preventing development that would result in the merging of Windlesham and Bagshot.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SLSA)

Landscape Character Area/Sub Area	Sensitivity to new development
SW2c: Sandy Woodland	Low-moderate

I. Bagshot

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 737 (Land at Swift Lane) was included within the Surrey Heath Sites Appraisal 2018 and falls within WIN3.	P1	N/A
	P2	Strong
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between Bagshot and Windlesham, with a public footpath linking the settlements bounding the parcel to the north. The parcel does not benefit from the same strong urban edge as parcels to the north, with development within the parcel and at Swift Lane (which abuts the parcel to the north east) having some impact upon the capacity of the parcel to contribute successfully to the perception of the gap in this location. A loss of openness in this location would not, on balance, significantly undermine the gap between settlements, with the wooded land beyond the parcel considered to form the strongest part of the gap between settlements in this location.	Weak
P3	The parcel generally exhibits the characteristics of the countryside, being predominantly open, however openness is compromised on a localised basis, by a cluster of residential development close to Guildford Road which exhibits a more urban form than normally expected within the countryside. There is also a small degree of urbanising influence arising from uses outside the parcel to the north east of the site.	Moderate
P4	The parcel lies adjacent to the historic settlement of Bagshot, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No function

I. Bagshot

Discussion of any differences between the findings of the 2017 GB&CS Study, the SHSA 2018 Study & this Study:

Parcel G7 was found to function strongly against Purposes 2 & 3 under the terms of the 2017 Study; findings of the 2018 study were comparable. The current study identifies parcel BG4 as performing moderately, rather than strongly against Purpose 3 and weakly against Purpose 2. The difference in rating is considered to represent the difference in site area and location between the parcels (BG4 is smaller than both G7 and WIN3) and the increased emphasis placed on the urbanising impact of development within the current study.

Overall Part I Rating

**Low Moderate
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels BG3 – BG5]	Lower Risk

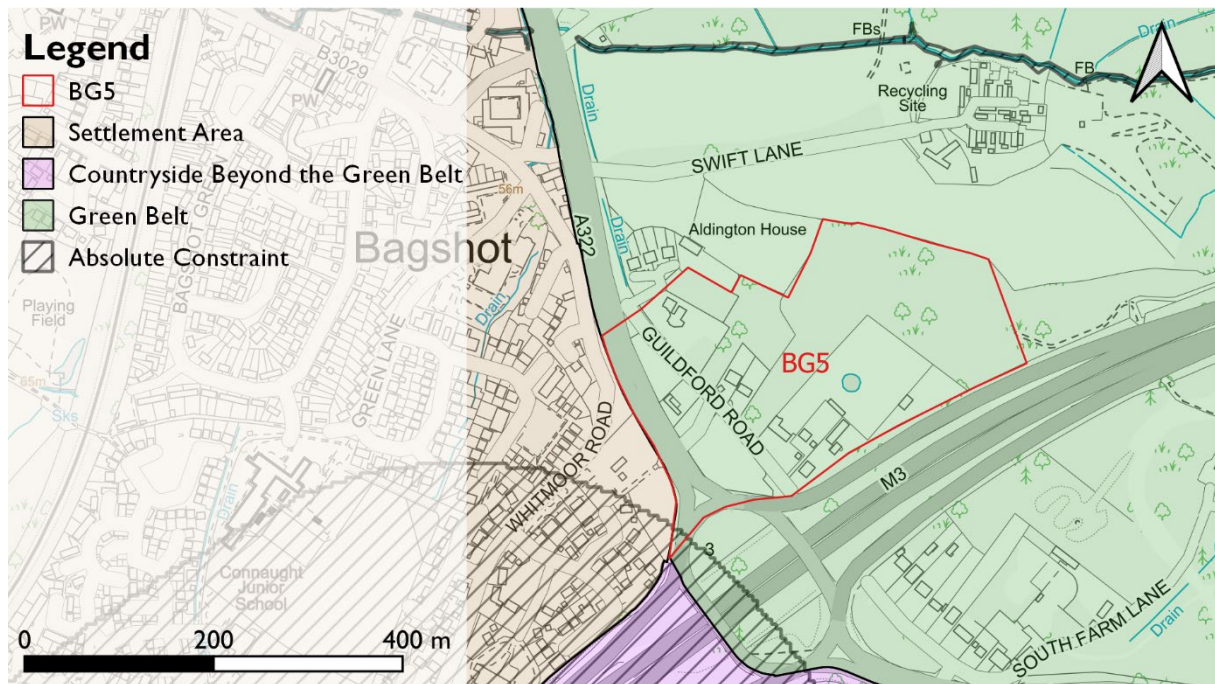
Discussion of Findings:

Development within parcel BG4 would increase the containment of land in parcels BG3 to the north (which is also under the influence of urbanising development at Swift Lane Recycling Centre) and BG5 to the south (although the wooded characteristics of parcel BG5 would limit the impact of this containment to a degree). Although not considered as robust as the A322, a relatively robust alternative boundary could be provided by woodland in this location and could also incorporate land at the adjoining Recycling Centre and Gypsy and Traveller site.

Release in conjunction with parcels BG3 - BG5 would enable development to be well contained by the landscape, and would offer a relatively robust boundary without significant impact to the wider Green Belt.

I. Bagshot

BG5: Land to the North of the M3 and to the east of the Guildford Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G7: Land to the north east of Junction 3 of the M3 Motorway		
Parcel G7 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G7 was considered to function strongly against Purposes 2 and 3, owing to its open, countryside character and the role played by the parcel in preventing development that would result in the merging of Windlesham and Bagshot.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SW2c: Sandy Woodland	Low-moderate

I. Bagshot

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	N/A
P2	The parcel lies within a location with influence on the perception of the relatively narrow gap between Bagshot and Windlesham. The parcel does not benefit from the same strong urban edge as parcels to the north of New Road, with development within the parcel and at Swift Lane (which abuts the parcel to the north east) having some impact upon the capacity of the parcel to contribute successfully to the perception of the gap in this location. A loss of openness in this location would not, on balance, significantly undermine the gap between settlements, with the wooded land beyond the parcel considered to form the strongest part of the gap between settlements in this location.	Weak
P3	The parcel generally exhibits the characteristics of the countryside, being predominantly open, however openness is compromised close to the Guildford Road on a localised basis, by a cluster of residential development which exhibits a more urban form than normally expected within the countryside. There is also a small degree of urbanising influence arising from neighbouring highways.	Moderate
P4	The parcel lies adjacent to the historic settlement of Bagshot, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	N/A

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Parcel G7 was found to function strongly against Purposes 2 & 3 under the terms of the 2017 Study. The current study identifies parcel BG5 as performing moderately, rather than strongly

I. Bagshot

against Purpose 3 and weakly against Purpose 2. The difference in rating is considered to represent the difference in site area between the parcels (BG5 is smaller than G7) and the increased emphasis placed on the urbanising impact of development within the current study.

Overall Part I Rating	Low Moderate Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [BG3 – BG5]	Lower Risk

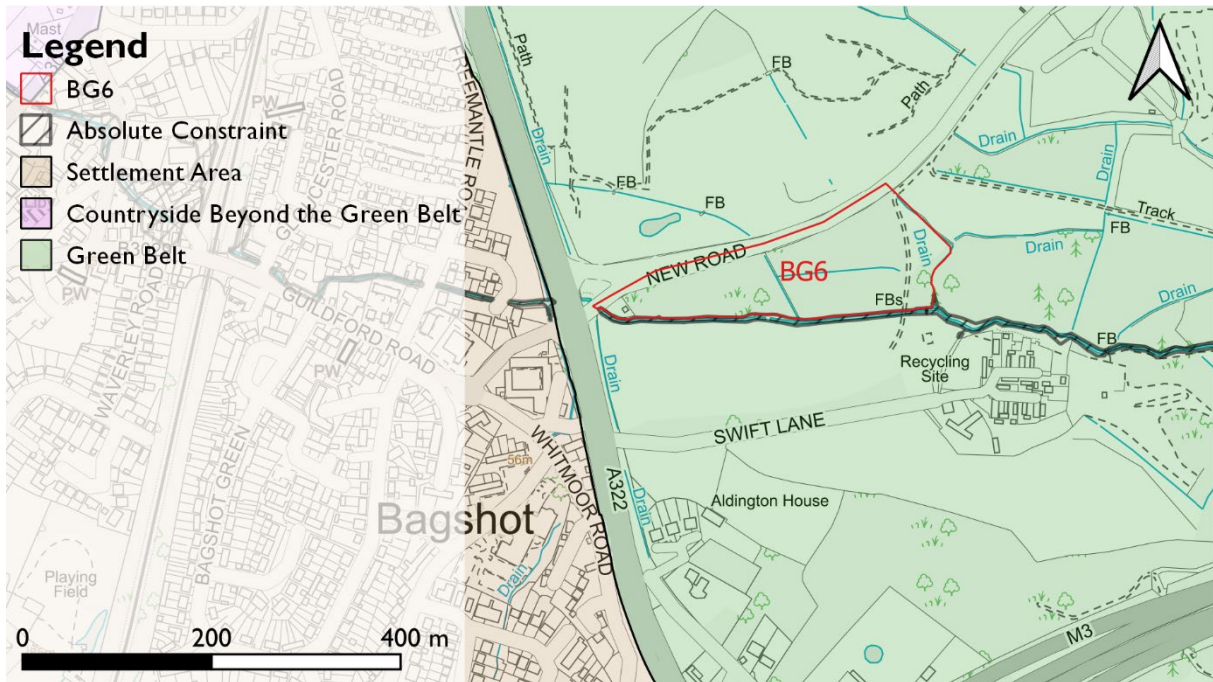
Discussion of Findings:

Development within parcel BG5 would increase the containment of land in parcel BG4 to the north (which is also under the influence of urbanising development at Swift Lane Recycling Centre). Although not considered as robust as the A322, a relatively robust alternative boundary could be provided by woodland in this location and could also incorporate land at the adjoining Recycling Centre and Gypsy and Traveller site.

Release in conjunction with parcels BG3 - BG5 would enable development to be well contained by the landscape, and would offer a relatively robust boundary without significant impact to the wider Green Belt.

I. Bagshot

BG6: Land south of New Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G6: Land to the south of New Road and north of the M3		
Parcel G6 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G6 was considered to function strongly against Purpose 3, owing to its open, countryside character; however, as a result of the size of the gap between Windlesham, Bagshot and Lightwater, the parcel was (on balance) considered to function moderately against Purpose 2.	P1	No Function
	P2	Moderate
	P3	Strong
	P4	No Function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

I. Bagshot

2018?

Yes - SLAA site 737 (Land at Swift Lane) was included within the Surrey Heath Sites Appraisal 2018 and falls within WIN3	P1	N/A
	P2	Moderate
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No Function
P2	The parcel lies within a narrow gap between Bagshot and Windlesham, with New Road, which links Bagshot to both Windlesham and Snows Ride lying to the north. Owing to its largely undeveloped and wooded nature, the parcel contributes well to the visual gap between the settlements, which is undermined in other locations by existing development.	Strong
P3	The parcel exhibits the characteristics of the open countryside, with little urbanising influence arising from neighbouring land.	Strong
P4	The parcel lies adjacent to the historic settlement of Bagshot, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No Function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Parcel G6 was found to function moderately against Purpose 2 under the terms of the 2017 and 2018 Studies. The current study identifies parcel BG6 as performing strongly, rather than moderately against Purpose 2. The difference in rating is considered to reflect subtle differences between the assessments made under Part 2, in addition to the differences in size and characteristics between the Current parcel and parcel G6 (as considered within the 2017 Study).

I. Bagshot

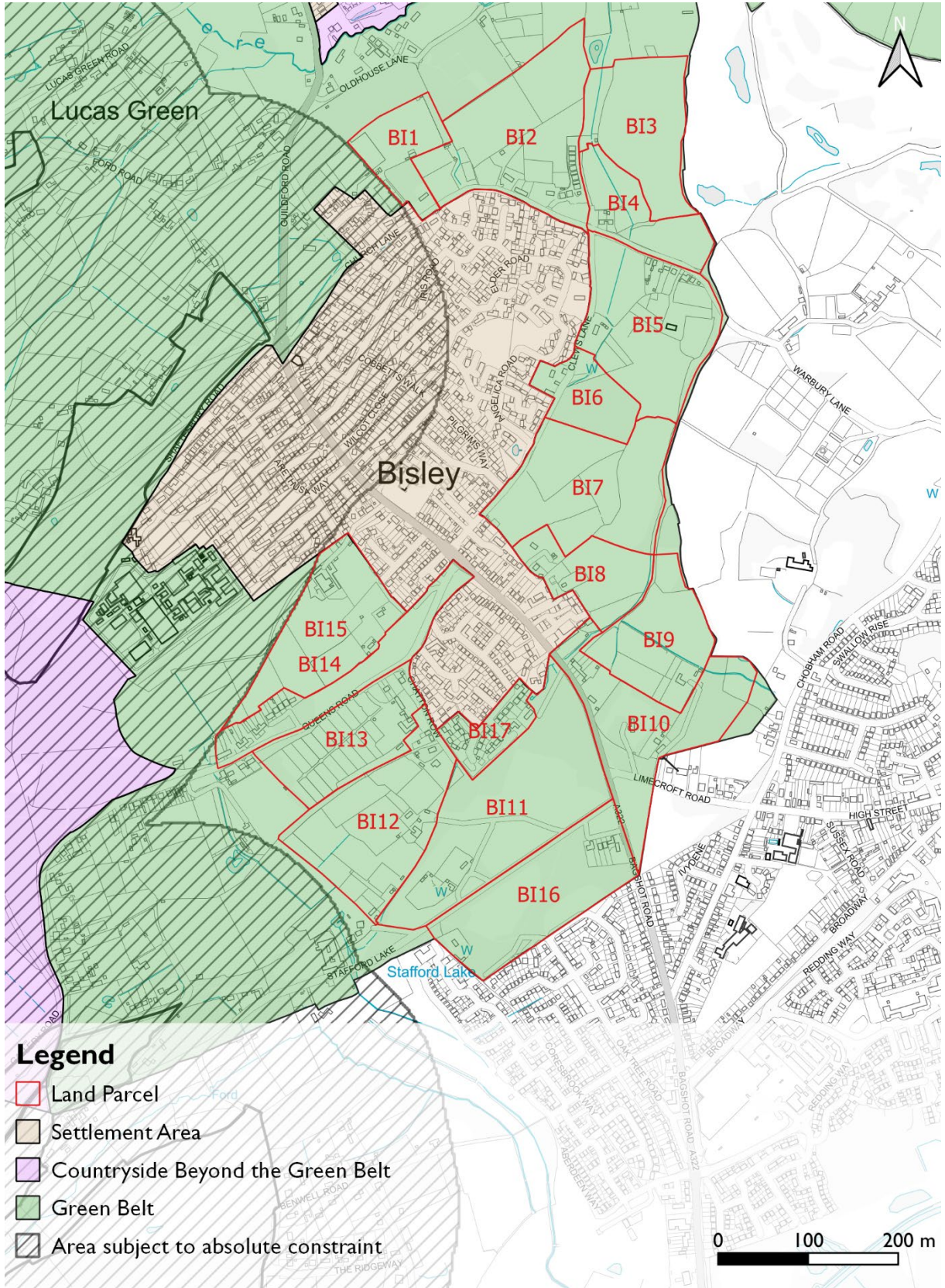
Overall Part I Rating	High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

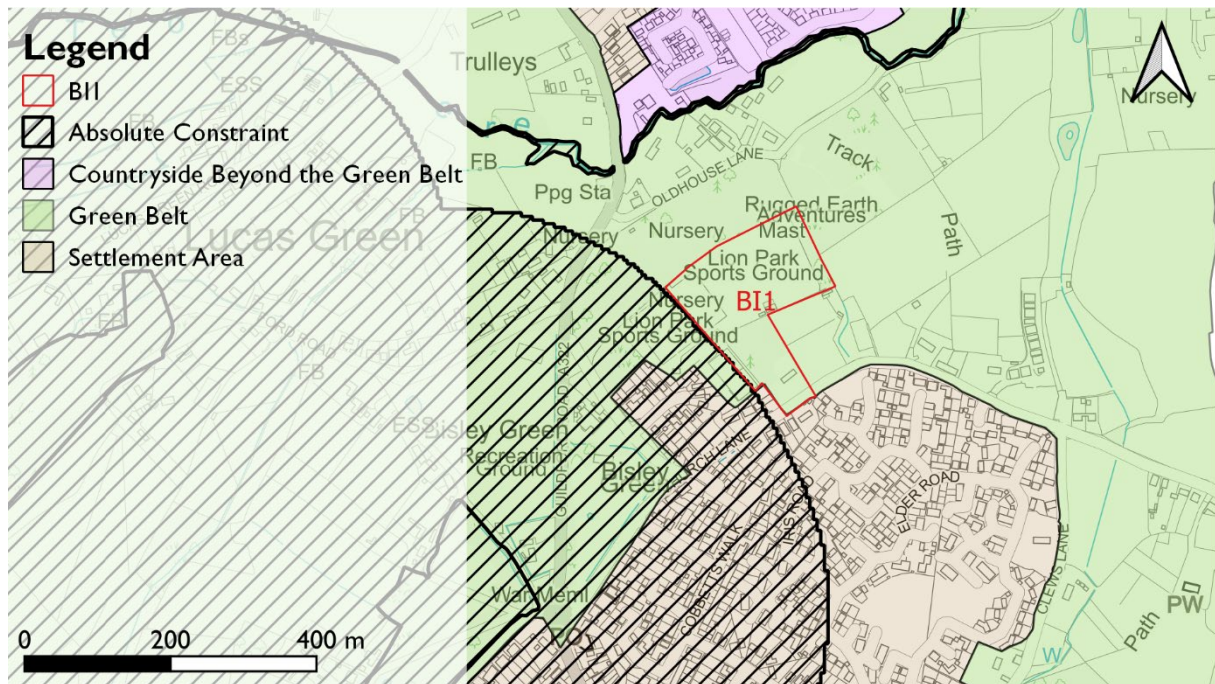
Discussion of Findings:
Development in parcel BG6 would result in the increased containment of land within parcel BG2 to the north and BG3 to the south and would relate poorly to the adjoining settlement. Landscape to the east of the parcel is more open and it is not envisaged that a Green Belt boundary as robust as the current boundary (the A322) could be identified in this location. On balance, it is not envisaged that release alongside other parcels would result in risk to the wider Green Belt being lessened.

2. Bisley



2. Bisley

BII: Land at Lion Park, off Church Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of the Scotts Grove Road and to the east of Guildford Road		
Parcel G62 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

2. Bisley

2018?

N/A

Results of Part 1: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point. Across their closest point, the settlements are linked by the A322 Guildford Rd. There are some clusters of development within the narrow gap. It is considered that loss of openness in parcel BII, which is itself open in character and forms one of the most open parts of the existing gap, would undermine the gap between the settlements leading them to physically merge.	Strong
P3	Parcel BII is in recreational use and is generally undeveloped. The parcel exhibits characteristics of the countryside, and there is little sense of urbanising influence from neighbouring land.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part 1 Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk

2. Bisley

If released in conjunction with adjoining parcels [B11, B12]	Lower Risk
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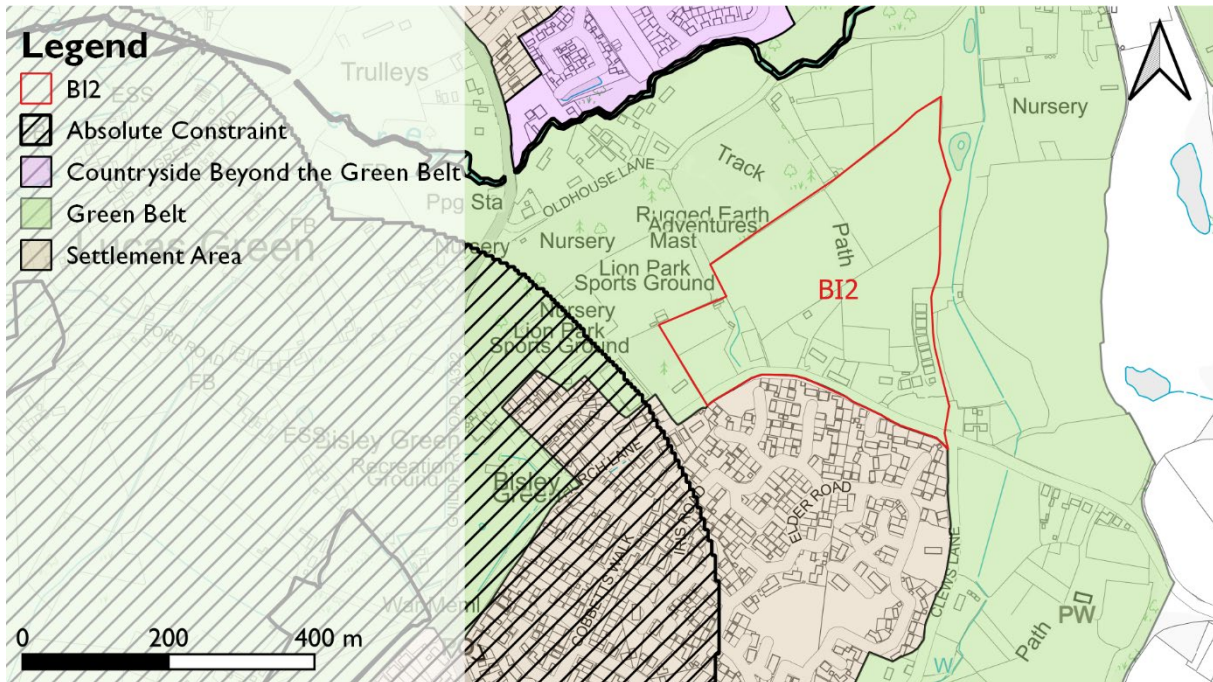
Discussion of Findings:

Development within parcel B11 would result in significant containment of Green Belt land in B12 in addition to land to the west. Notwithstanding this, it is recognised that the southern parts of parcel B12 are already slightly contained by existing development and wooded areas to the west just beyond the parcel would limit wider impact of Green Belt in this vicinity. The parcel is relatively well contained by the surrounding landscape in some locations, where wooded areas would provide reasonably robust alternative Green Belt boundaries

Release in conjunction with B12 would reduce the impact of containment.

2. Bisley

BI2: Land at Hawk and Springfield Farms



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the South of Scotts Grove Road and to the east of Guildford Road		
Parcel G62 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ¹	Moderate

¹ Some land in Parcel BI2 is developed and was not assessed under the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between the settlements of West End and Bisley which extends to only circa 450m in this location. Parcel BI2, is mostly open in character, however there are some areas of development within the parcel that adjoin the settlement of Bisley and have an urbanising influence on some, small areas of the parcel. As a result, it is considered that, despite the narrow gap between settlements in this location, some very localised loss of openness here would not result in the merging of settlements, on balance.	Moderate
P3	The parcel generally possesses the characteristics of the countryside, with development generally limited to the buildings and uses otherwise expected within the countryside, however a notable cluster of commercial development lies within the parcel and is considered to compromise openness on a localised basis, particularly given that this development contains a number of small areas of Green Belt.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study and current Study provide different ratings for Purposes 2 and 3. This difference is attributable to the finer grained nature of the 2021 assessment and updated methodology which enables a more detailed study of smaller areas of land against a refined methodology which places greater emphasis on the urbanising impact of development.

2. Bisley

Overall Part I Rating	Moderate Function
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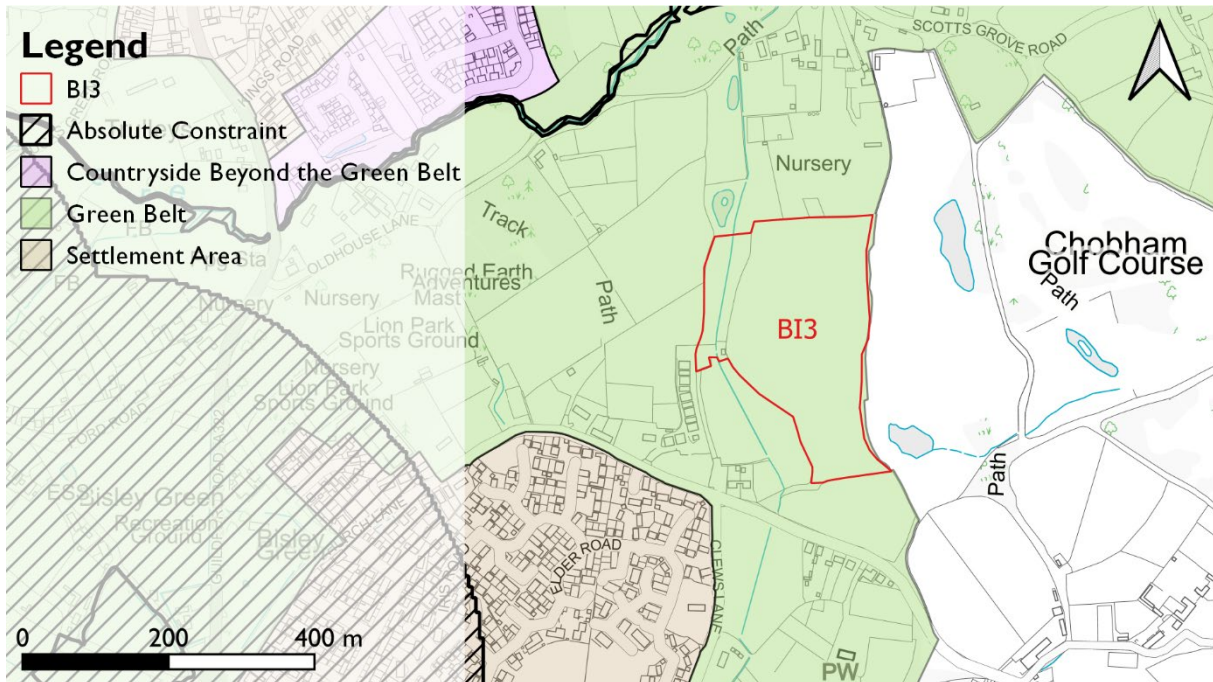
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>Development within parcel BI2 would result in significant containment of Green Belt land in BII in addition to land to the west. Notwithstanding this, it is recognised that the southern parts of parcel BII are already slightly contained by existing development.</p> <p>The Green Belt boundary adjacent BI2 is largely defined by highways, however some areas of development have crossed this threshold (although it is noted that the boundaries of development are generally well defined). Field boundaries would provide alternative Green Belt boundaries in this location.</p>

2. Bisley

BI3: Land at Chobham Golf Course



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of Scotts Grove Road and to the east of Guildford Road		
Parcel G62 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

2. Bisley

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel, falls within a moderate to large gap between Chobham and Bisley at circa 2.5km. Across the gap there is a moderate degree of connection as a result of interconnecting footpaths. There is a notable degree of ribbon development south of Chobham which is considered to undermine parts of the settlement gap between Chobham and Bisley. Loss of openness in this location would risk increasing the sense of connectivity between the settlements, giving a sense of the merging of settlements.	Strong
P3	The parcel comprises part of Chobham Golf Course. The parcel exhibits the characteristics of the countryside and exhibits a significant degree of openness. The parcel is free from built development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

Level of Impact

2. Bisley

If released on an individual basis	High Risk
If released in conjunction with adjoining parcels [BI3, BI4]	N/A

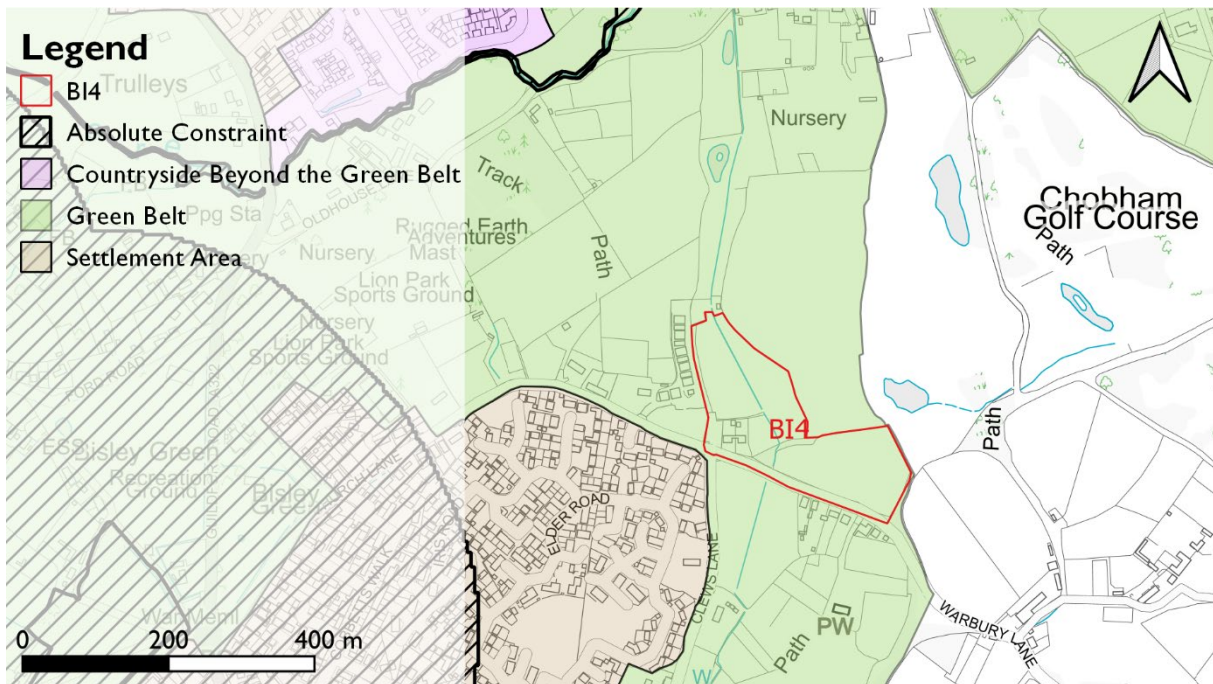
Discussion of Findings:

If released individually, the parcel would be disconnected from Bisley and would relate poorly to the settlement. Loss of Green Belt here would increase containment of land in BI2 and would carry the risk of having an urbanising impact upon land within Chobham Golf Course, within Woking Borough (given the open nature of the landscape in this area and lack of features to define an alternative boundary).

Consideration was given as to whether the risk to the wider Green Belt would be reduced if land in BI3 was released in conjunction with land in other adjoining parcels in a variety of combinations, however this would not address concerns regarding containment and robust boundaries.

2. Bisley

BI4: Fields to the north of Church Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of Scotts Grove Road and to the east of Guildford Road		
Parcel G62 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ²	Moderate

² Some land in Parcel BI2 is developed and was not assessed under the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel, falls within a moderate to large gap between Chobham and Bisley at circa 2.5km. Across the gap there is a moderate degree of connection as a result of interconnecting footpaths which the parcel adjoins. There is a notable degree of ribbon development south of Chobham which is considered to undermine parts of the settlement gap between Chobham and Bisley. The parcel, which adjoins a public footpath linking Bisley and Chobham, Loss of openness in this location would risk increasing the sense of connectivity between the settlements, giving a sense of the merging of settlements.	Strong
P3	The parcel possesses the characteristics of the countryside, principally comprising open fields. The parcel is largely open in character, with only a couple of dwellinghouses not unexpected in the countryside, with little urbanising development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

2. Bisley

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	High Risk
If released in conjunction with adjoining parcels [BI4 – BI8]	Moderate Risk

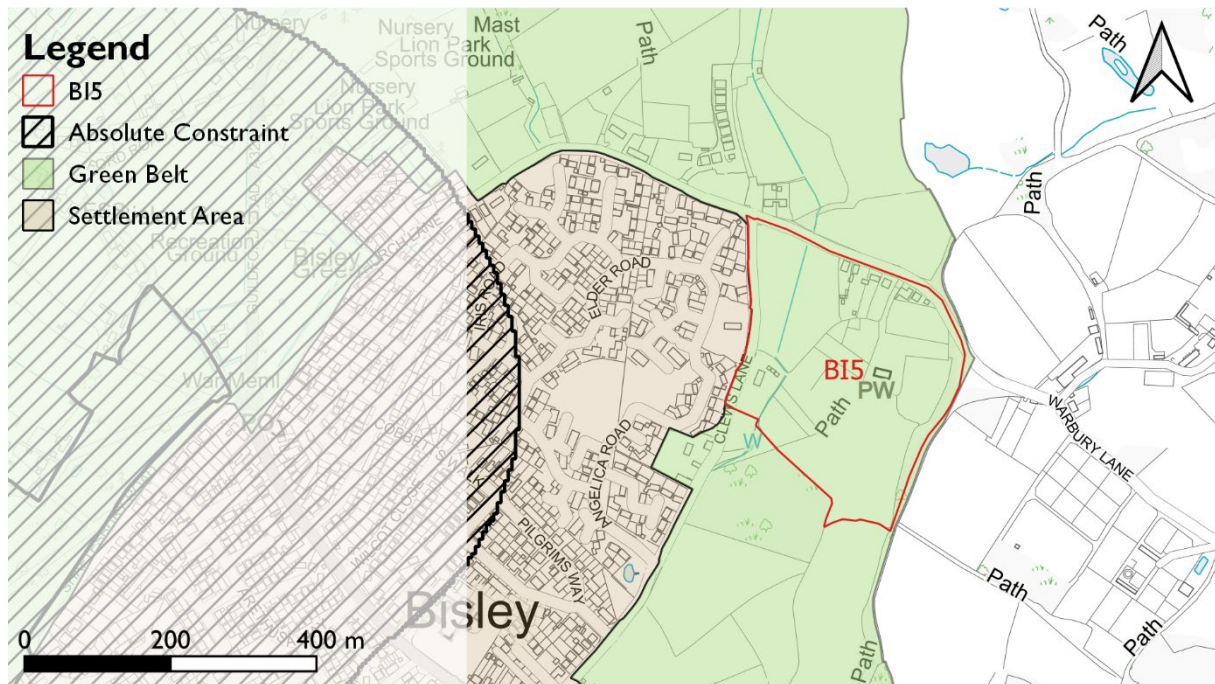
Discussion of Findings:

If released individually, development in this location would relate poorly to the adjoining settlement and would contain land within BI5. It would also carry the risk of containing land in BI3, however there is a strong tree belt between the parcels which would limit impact in this respect.

Release alongside parcels BI5 – BI8 would address containment issues, but would ultimately risk the creation of a more diffuse Green Belt boundary to the north.

2. Bisley

B15: Land to the south of Church Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G64: Land to the east of the A322 Guildford Road and south of Church Lane		
Parcel G64 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.	P1	Strong
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

2. Bisley

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking but it does not provide the nearest effective zone of constraint to the expansion of the area (which in this location falls outside of the Borough).	No function
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. At their closest point, heavily wooded land at Bisley common provide strong definition between rural and urban areas and provides a strong visual break between the settlements across the narrow gap. To the north east of the A322, some areas of ribbon development emerge from both Bisley and Woking which undermine the gap on a localised basis. On balance, it is not envisaged that loss of openness in this location would result in the merging of settlements in this location. Although pedestrian routes and highways offer a sense of connectivity between the settlements in this location, blocks of trees and wooded field boundaries ensure that intervisibility between the settlements remains limited and the remainder of the gap (which would be notably larger than the gap between the settlements at their closest point) exhibits a strong rural character.	Weak
P3	The Land parcel generally possesses the characteristics of the countryside, being largely open. A small cluster of residential development to the north of the parcel is however of a density unexpected from the countryside (on balance).	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

2. Bisley

The 2017 Study identified the parent parcel of G64 as having a strong function against Purposes 1 and 2, where the current parcel has been down rated to no function/weak. This is a result of the finer grained nature of the assessment, in addition to revisions to the methodology which places more focus on the visual aspects of the merging of settlements.

Overall Part 1 Rating

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [B15 - B18]	Lower Risk

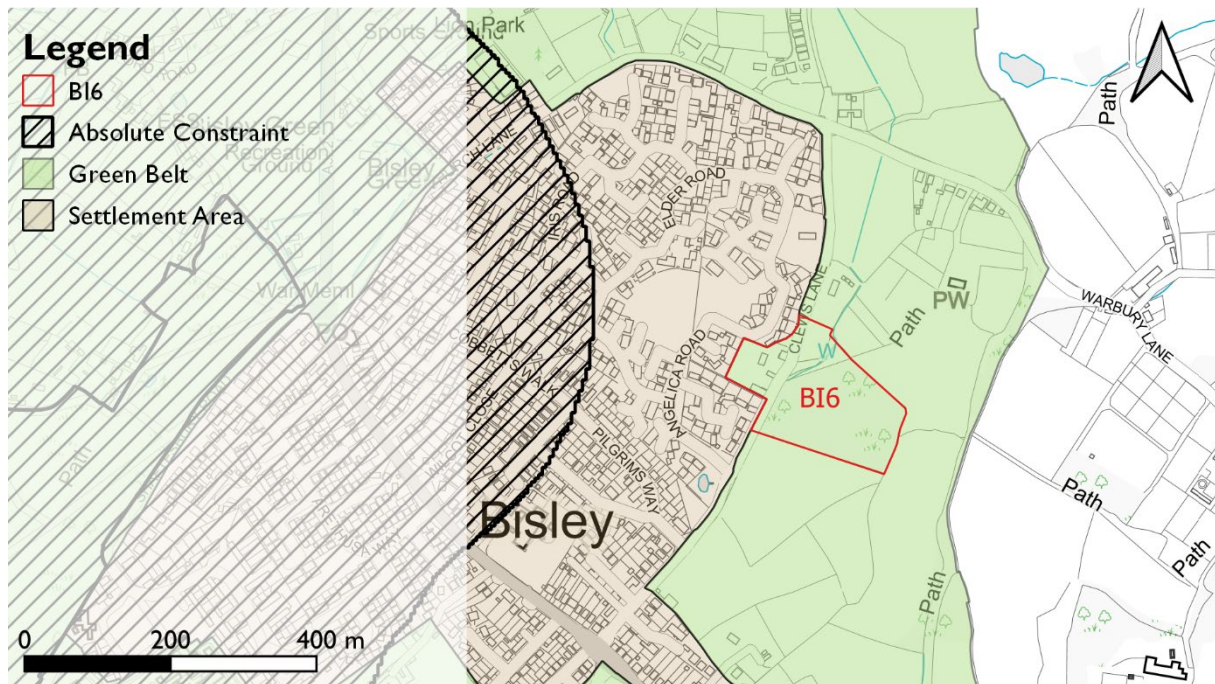
Discussion of Findings:

If released individually, development in this location would technically contain land within B16 and B17, however, B16 is heavily wooded which would limit the sense of containment to a degree. The existing Green Belt boundary in this location is defined by highways. If parcel B15 was released, the boundary would likely comprise a well defined, wooded bridleway and highways.

Release in conjunction with parcels B16 – B18 would not result in any notable containment of neighbouring Green Belt land and would create a robust boundary (defined by the aforementioned bridleway) with a clear distinction between rural and urban areas.

2. Bisley

BI6: Woodland to the east of Clews Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G64: Land to the east of the A322 Guildford Road and south of Church Lane

Parcel G64 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.

P1	Strong
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ³	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

³ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking but it does not provide the nearest effective zone of constraint to the expansion of the area (which in this location falls outside of the Borough).	No function
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. At their closest point, heavily wooded land at Bisley common provide strong definition between rural and urban areas and provides a strong visual break between the settlements across the narrow gap. Further north east, the gap between the settlements broadens. On balance, it is not envisaged that loss of openness in this location would result in the merging of settlements. Although pedestrian routes and highways offer a sense of connectivity between the settlements in this location, blocks of trees and wooded field boundaries ensure that intervisibility between the settlements remains limited and the remainder of the gap (which would be notably larger than the gap between the settlements at their closest point) exhibits a strong rural character.	Weak
P3	The parcel principally comprises woodland, possessing the characteristics of the open countryside and is generally free from development, notwithstanding a residential dwelling to the west side of Clews Lane.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

2. Bisley

The 2017 Study identified the parent parcel of G64 as having a strong function against Purposes 1 and 2, where the current parcel has been down rated to no function/weak. This is a result of the finer grained nature of the assessment, in addition to revisions to the methodology which places more focus on the visual aspects of the merging of settlements.

Overall Part 1 Rating

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels [B15 – B18]	Lower Risk

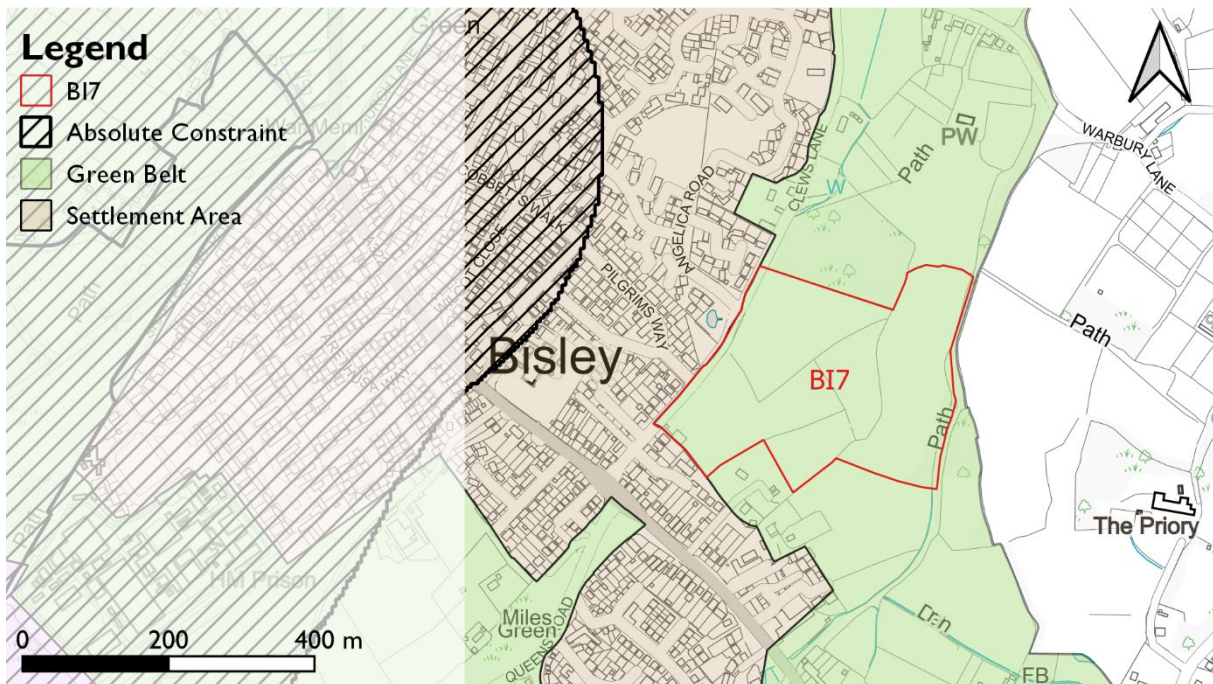
Discussion of Findings:

Development within B16 would contain open land within B15 and B17 and could result in the creation of a more diffuse boundary between the Green Belt and the urban area. The existing Green Belt boundary in this location is defined by highways.

Release in conjunction with parcels B15 – B18 would not result in any notable containment of neighbouring Green Belt land and would create a robust boundary with a clear distinction between rural and urban areas.

2. Bisley

BI7: Fields south east of Clews Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G64: Land to the east of the A322 Guildford Road and south of Church Lane		
Parcel G64 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.	P1	Strong
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁴	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

⁴ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

2018?

Yes - SLAA site 740 was assessed within the SHSA under reference BIS1.	P1	N/A
	P2	Strong
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking but it does not provide the nearest effective zone of constraint to the expansion of the area (which in this location falls outside of the Borough).	No function
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. At their closest point, heavily wooded land at Bisley common provide strong definition between rural and urban areas and provides a strong visual break between the settlements across the narrow gap. To the north east of the A322, some areas of ribbon development emerge from both Bisley and Woking which undermine the gap on a localised basis. On balance, it is not envisaged that some limited loss of openness in this location would result in the merging of settlements in this location. There is no notable sense of connectivity between Bisley and Woking in this location, and blocks of trees and wooded field boundaries ensure that intervisibility between the settlements remains limited; however, loss of openness across the full parcel would risk the appearance of merging of settlements, particularly given that a large development at The Priory is situated within the gap between the settlements in this location.	Moderate
P3	Parcel BI7 comprises a series of fields with well vegetated edges and exhibits strong countryside characteristics. The parcel exhibits a significant degree of openness with an absence of built development, however the Green Belt in this location is partly contained by development associated with the settlement of Bisley which falls outside of the parcel, on balance a moderate rating is considered to be appropriate.	Moderate

2. Bisley

P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified the parent parcel of G64 as having a strong function against Purposes 1, 2 and 3 and the 2018 Study identified parcel BIS1 as having a strong function against Purposes 2 and 3, but no function against Purpose 1. The current is identified as having no function against Purpose 1, reflecting the findings of the 2018 Study. The difference between the studies in respect of Purpose 1 is attributable to the differences in size of the parcels, with the land parcel considered under the 2017 Study covering a significantly greater area. The findings of the 2017 and 2018 Studies are identical but differ from the findings of the current study which provides a moderate rating against Purposes 2 and 3. The current assessment is on balance, with the difference between the assessments attributed to revisions to the methodology which places more focus on the visual aspects of the merging of settlements and the impact of urbanising development.

Overall Part 1 Rating

**Moderate
Function**

Results of Part 2: Wider Impact Assessment

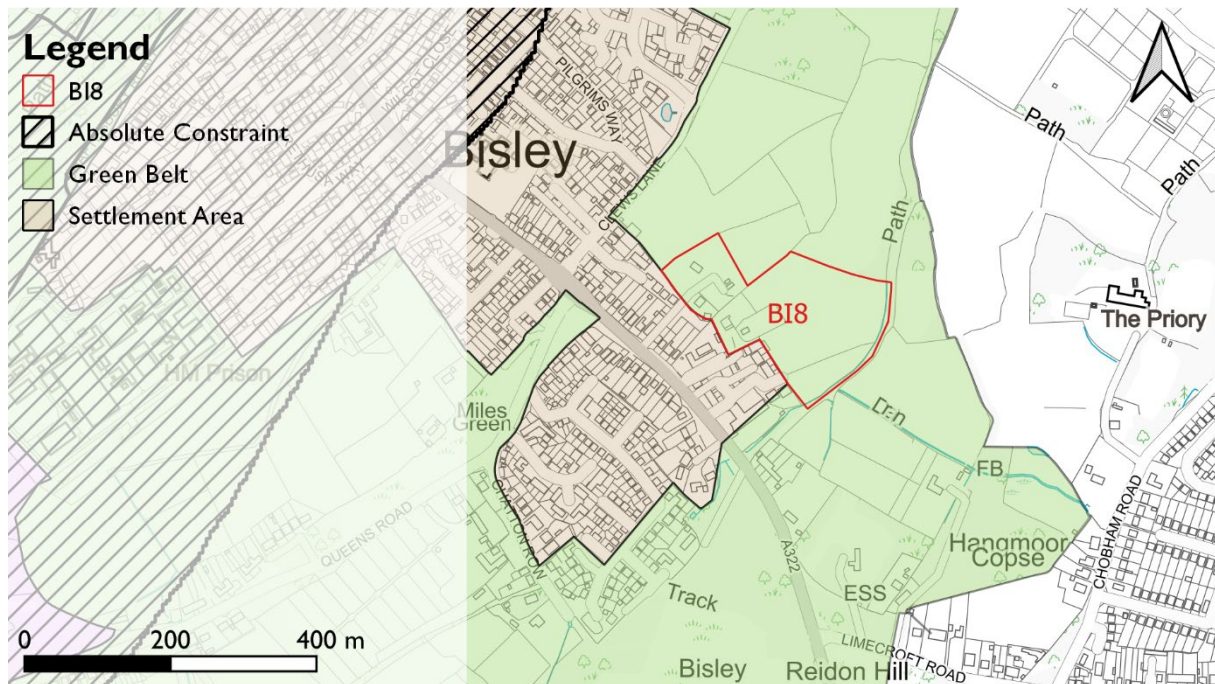
	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [B15 – B18]	Lower Risk

Discussion of Findings:

If released individually, development in this location would technically contain land within B16 and B15, however, B16 is heavily wooded which would limit the sense of containment to a degree. The existing Green Belt boundary in this location is defined by highways. If parcel B17 was released, the boundary would likely comprise a well defined, wooded bridleway. Release in conjunction with parcels B15 – B18 would not result in any notable containment of neighbouring Green Belt land and would create a robust boundary (defined by the aforementioned bridleway) with a clear distinction between rural and urban areas.

2. Bisley

BI8: Land north west of Kiln Lane (footpath)



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G64: Land to the east of the A322 Guildford Road and south of Church Lane

Parcel G64 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.

P1	Strong
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁵	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

⁵ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking but it does not provide the nearest effective zone of constraint to the expansion of the area (which in this location falls outside of the Borough).	No function
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. At their closest point, heavily wooded land at Bisley common provide strong definition between rural and urban areas and provides a strong visual break between the settlements across the narrow gap. To the north east of the A322, some areas of ribbon development emerge from both Bisley and Woking which undermine the gap on a localised basis. On balance, it is not envisaged that some limited loss of openness in this location would result in the merging of settlements in this location. There is no notable sense of connectivity between Bisley and Woking in this location, and blocks of trees and wooded field boundaries ensure that intervisibility between the settlements remains limited; however, loss of openness across the full parcel would risk the appearance of merging of settlements, particularly given that a large development at The Priory is situated within the gap between the settlements in this location.	Moderate
P3	The parcel exhibits the characteristics of the open countryside with development limited to a handful of scattered dwelling houses not unexpected within the countryside. It is not envisaged that urbanising influence arising from the adjoining settlement is significant enough to warrant a moderate rating over a strong rating.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

2. Bisley

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified the parent parcel of G64 as having a strong function against Purposes 1 and 2, where the current parcel has been down rated to having no function against Purpose 1 and moderate function against Purpose 2, on balance. This is a result of the finer grained nature of the assessment, in addition to revisions to the methodology which places more focus on the visual aspects of the merging of settlements..

Overall Part 1 Rating

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [B15 – B18]	Lower Risk

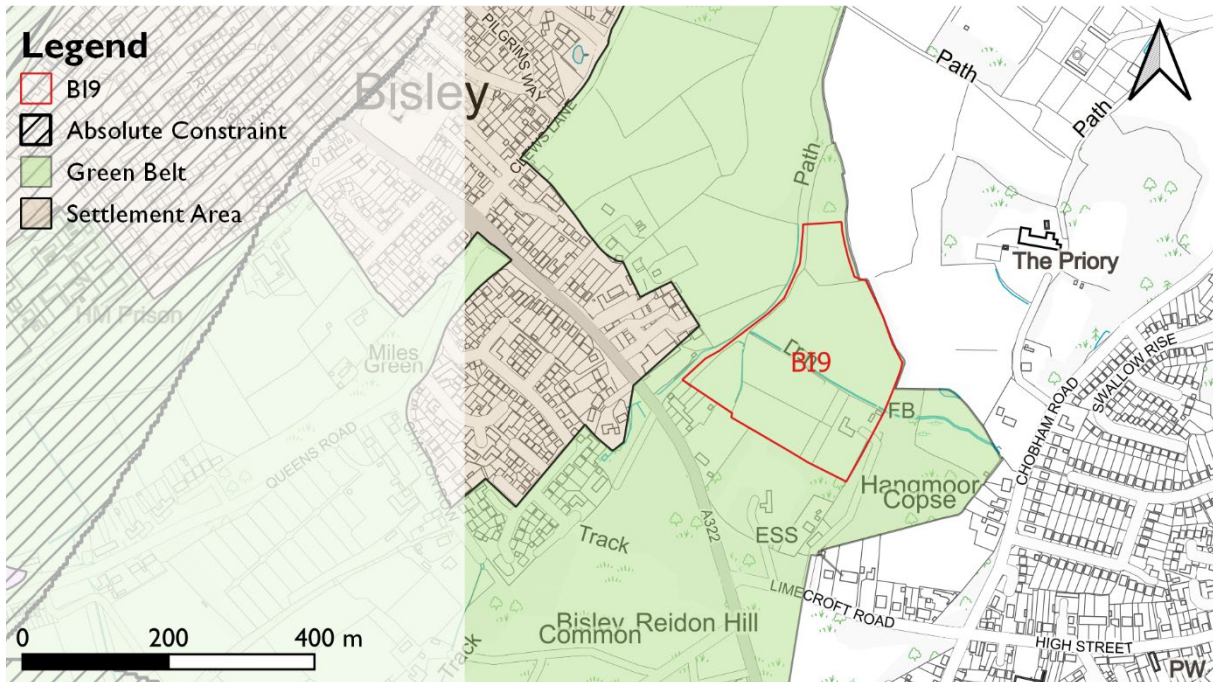
Discussion of Findings:

If released individually, development in this location would increase containment of land within B17. The existing Green Belt boundary in this location is defined by property boundaries but wooded field boundaries would be a reasonable alternative.

Release in conjunction with parcels B15 – B18 would not result in any notable containment of neighbouring Green Belt land and would create a robust boundary (defined by the aforementioned bridleway) with a clear distinction between rural and urban areas.

2. Bisley

BI9: Land south east of Kiln Lane (footpath)



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G64: Land to the east of the A322 Guildford Road and south of Church Lane		
Parcel G64 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.	P1	Strong
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁶	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

⁶ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking and on balance, provides part of the nearest effective zone of constraint to the expansion of the area.	Strong
P2	The parcel lies within an extremely narrow gap between Woking and Bisley, and in combination with adjoining woodland, provides a strong visual break between the settlements. Any loss of openness in this location would lead to a sense of connection between the settlements with loss of openness undermining the actual and experienced gap.	Strong
P3	The Land parcel, comprising open fields, possesses the characteristics of the countryside and exhibits a significant degree of openness; development is limited to a single dwelling.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

**Very High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

2. Bisley

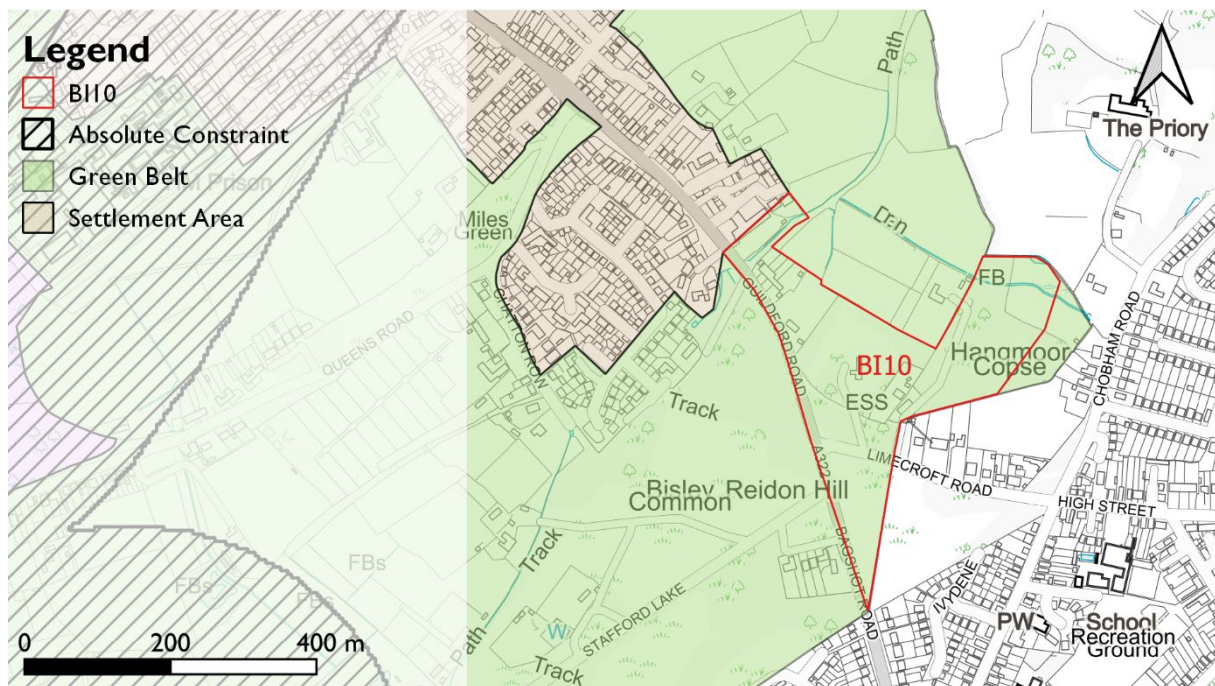
Discussion of Findings:

Release of land in BI9 would lead to development disconnected from the Green Belt and would significantly increase containment of surrounding Green Belt land. The outer boundary of the parcel would be relatively diffuse.
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Release in conjunction with other parcels would not address these issues.

2. Bisley

BI10: Land north of the junction between Guildford Road and Limecroft Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G64: Land to the east of the A322 Guildford Road and south of Church Lane		
Parcel G64 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.	P1	Strong
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁷	Moderate

⁷ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel falls within close proximity to the built up area of Woking at a distance of less than 90m. It is also noted that there is a degree of ribbon development along Guildford Road and Limecroft Road that leads to lack of clarity in respect of where the settlement boundary lies 'on the ground' the ribbon development in places abuts parcel B110. As such, it is considered that this parcel (together with a small area of adjoining woodland in Woking Borough) provides a clear zone of constraint to the settlement of Woking and can be clearly understood as a limit to urban expansion.	Strong
P2	The parcel lies within the narrowest part of the gap between Bisley and Woking and, whilst there is a small degree of ribbon development within the north of the parcel, the open, wooded character of the remainder of the parcel provides a strong visual break between the settlements. Any loss of openness in this location would lead to the merging of the settlements.	Strong
P3	Parcel B110 is heavily wooded and exhibits the characteristics of the open countryside. Residential development is located within the parcel, however this is limited and on balance, not considered to warrant the downrating of the parcel.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

2. Bisley

Overall Part 1 Rating	Very High Function
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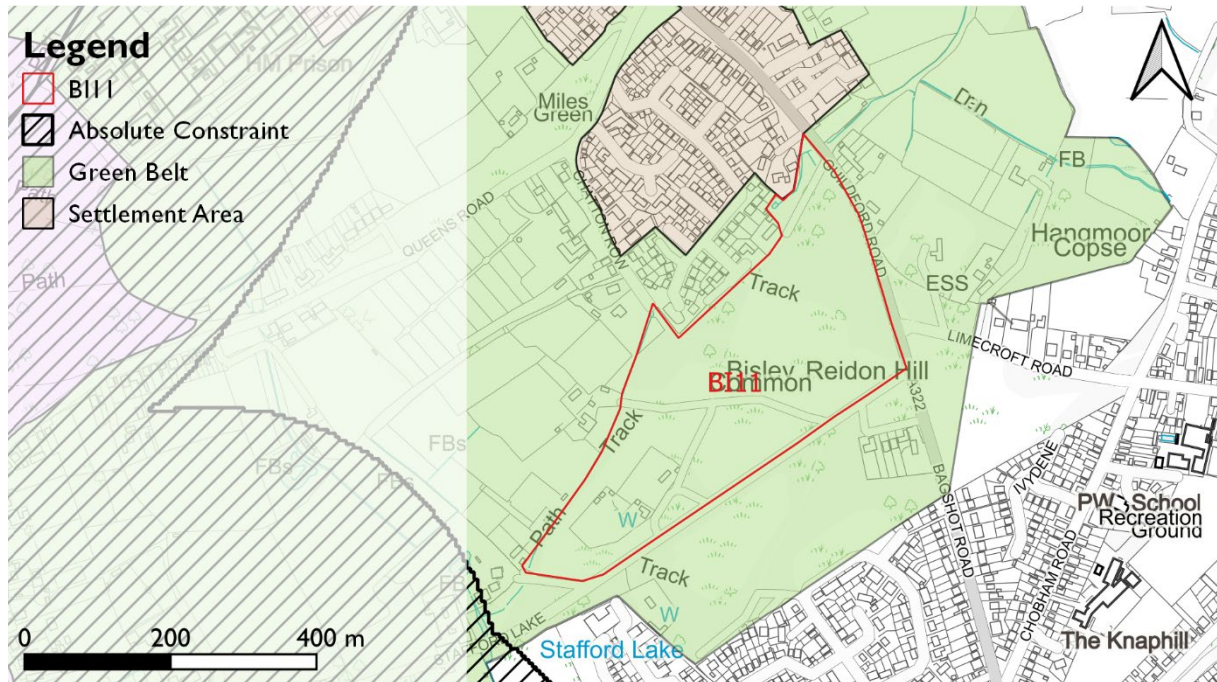
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	High Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
If released individually, the parcel would increase containment of land in BI9 and in Woking Borough, in addition to land in BII1 and BII6. The wooded characteristics of some of the adjoining land would limit the impact of any containment in some locations, but the containment in other locations would be notable and there would be little containment within the landscape. A diffuse boundary would be created in some locations. Release in conjunction with other parcels would not address these issues.

2. Bisley

BII I: Land at Bisley Common north of Stafford Lake



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G66: Land to the west of Guildford Road and to the south west of the settlement area of Bisley

Parcel G66 was not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel was considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.

P1	Strong
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

2. Bisley

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel falls within close proximity to the built up area of Woking at a distance of less than 80m from a heavily developed area that falls outside of the defined settlement of Woking, but that clearly reads as part of the built up area. As such, it is considered that this parcel (together with the remaining common land in Woking Borough) provides a clear zone of constraint to the settlement of Woking and can be clearly understood as a limit to urban expansion.	Strong
P2	The Land parcel falls within a very narrow gap between Bisley and Woking and, owing to its strong open and wooded character, particularly adjacent to main vehicular and walking routes between the settlements, is considered to provide a strong visual break between the settlements. Loss of openness in this location would significantly undermine the narrow gap between the settlements.	Strong
P3	The parcel exhibits an open character and is almost wholly free from development, notwithstanding a small degree of residential development of an intensity expected in a rural location.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

**Very High
Function**

2. Bisley

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

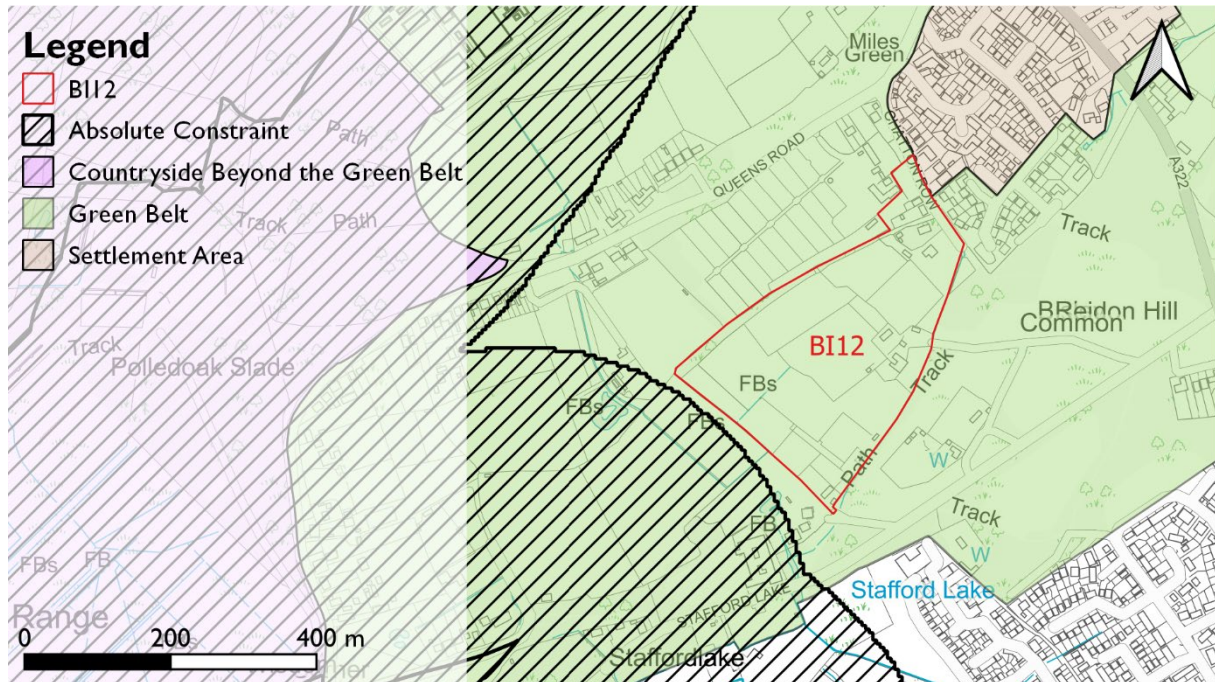
Discussion of Findings:

If released individually, the parcel would increase containment of land in BI16, BI10 and BI12. The wooded characteristics of some of the adjoining land would limit the impact of any containment in some locations, but the containment in other locations (in particular BI12) would be notable. A diffuse boundary would be created in some locations.

Release in conjunction with other parcels would not, on balance address these issues.

2. Bisley

BI12: Land at Strawberry Farm



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G66: Land to the west of Guildford Road and to the south west of the settlement area of Bisley

Parcel G66 was not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel was considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.

P1	Strong
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁸	Moderate

⁸ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking and provides part of the nearest effective zone of constraint to the expansion of the area particularly at its southernmost extent.	Strong
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. At their closest point, heavily wooded land at Bisley common provide strong definition between rural and urban areas and provides a strong visual break between the settlements across the narrow gap. Loss of openness in parcel B112 would significantly reduce the gap between the settlements to between 100 – 200 metres, leaving only one small block of trees as a separating feature between the settlements. As a result, it is likely that loss of openness on parcel B112 would result in the merging of settlements at Bisley and Woking.	Strong
P3	The parcel possesses the characteristics of the open countryside, with development limited to agricultural uses and very small scale residential development as expected within the countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

2. Bisley

Overall Part 1 Rating	Very High Function
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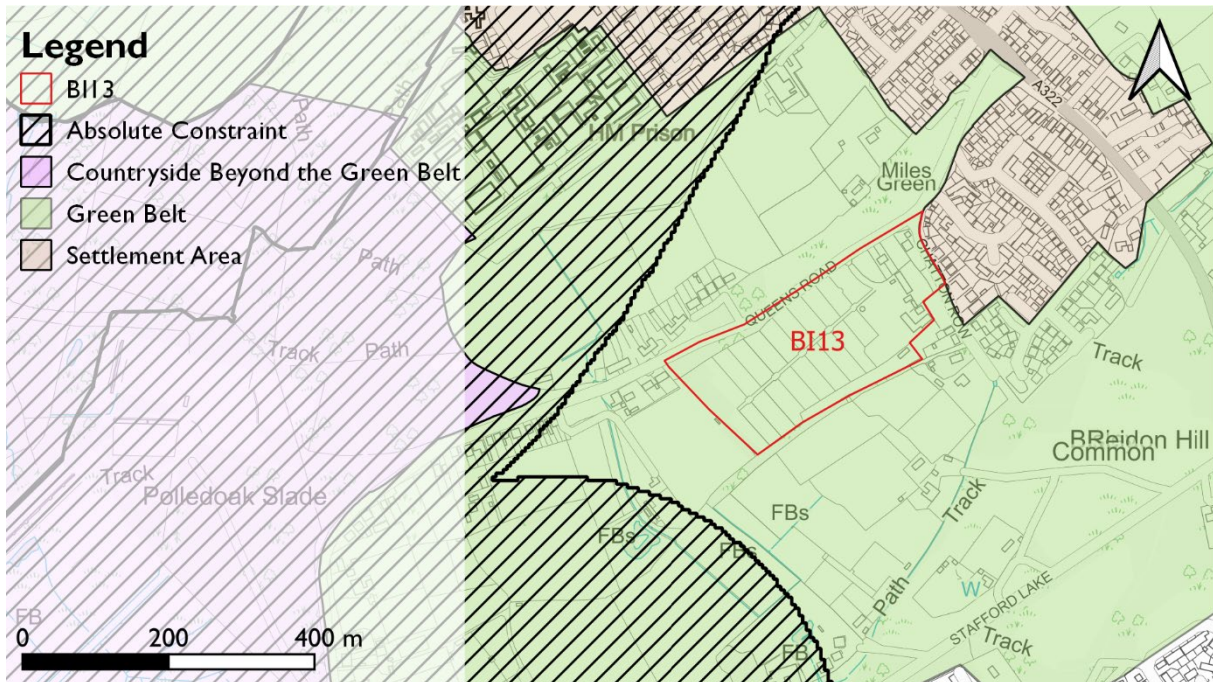
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released individually, development would contain land in B111 and B113, although the wooded characteristics of land in B111 would limit the impact of any containment to the south. Relatively well wooded field boundaries would provide alternative Green Belt boundaries in this location.</p> <p>Release in conjunction with B113 would increase containment of B114 to the north but the wooded character of the land in the adjoining parcel would limit the sense of containment to a degree but would create a link with existing ribbon development beyond the assessed parcels creating a more diffuse boundary. As such it is not considered that release alongside an alternative parcel would address the concerns identified.</p>

2. Bisley

BI13: Land at Miles Green Farm



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G66: Land to the west of Guildford Road and to the south west of the settlement area of Bisley

Parcel G66 was not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel was considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.

P1	Strong
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁹	Moderate

⁹ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 800 was assessed within the SHSA under reference BIS3.	P1	N/A
	P2	Moderate
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

This Study:		
P1	The Land parcel is relatively close to the large built up area of Woking but it does not provide the nearest effective zone of constraint to the expansion of the area (which in this location falls outside of the Borough).	No function
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. At their closest point, heavily wooded land at Bisley common provide strong definition between rural and urban areas and provides a strong visual break between the settlements across the narrow gap. On balance, it is not considered that loss of openness in parcel B113 would lead to the merging of settlements. In this location there is little sense of connectivity between Bisley and Woking and the intervening landscape that would remain would continue to provide a strong rural break between the settlements.	Weak
P3	The Land parcel exhibits the characteristics of the open countryside, possessing a good degree of openness, notwithstanding a handful of farm buildings and residential dwellings, not unexpected within the countryside. There is no notable sense of urbanising influence arising from neighbouring land.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

2. Bisley

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The results of assessment against Purposes 3 and 4 is consistent across all three studies. Differences in the rating against Purpose 1 between the 2017 Study (in which a strong rating was given) and the 2018 and current Study reflects the difference in scale of the parcels considered through each assessment. There is significant variation in the findings of assessment against Purpose 2. The variation is attributable to the variation between the size of the parcel considered under the 2017 Study and the current Study, in addition to the updated methodology used in the current Study, which places more focus on the visual aspects of the merging of settlements.

Overall Part 1 Rating

Moderate High Function

Results of Part 2: Wider Impact Assessment

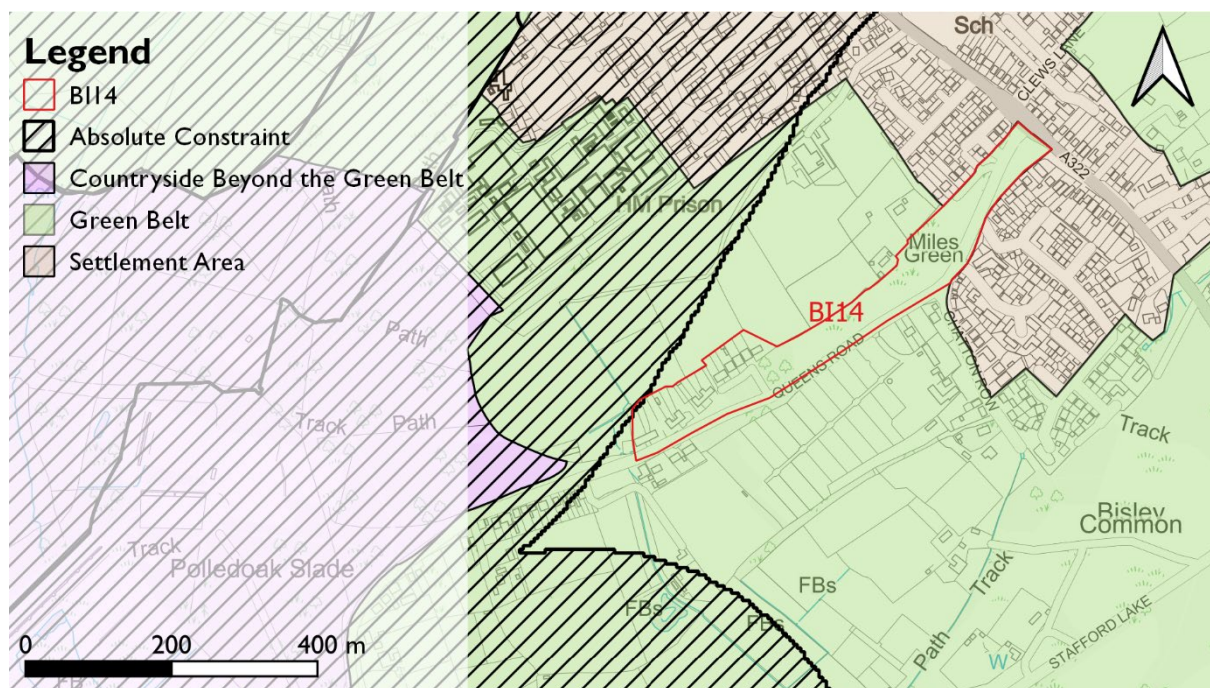
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

If released individually, development would increase containment of land in B112. Likewise, development would contain land in parcels B114 and B115, although this land is already contained to a degree and the wooded characteristics of parcel B114 would limit the impact of this containment. The parcel is moderately contained by the landscape, however it is envisaged that it would be problematic to identify a robust boundary in this location; if the parcel was developed, it would adjoin ribbon development in the vicinity of Queens Road. Release in conjunction with B112 would not overcome the issues identified with the release of the B112 on an individual basis.

2. Bisley

BI14: Common Land and housing north west of Queens Road, at Miles Green



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G67c: Land to the north and west of the settlement area of Bisley		
Parcel G67c was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. Parcel G67c was considered to function weakly/moderately against Purposes 2 and 3.	P1	No function
	P2	Weak
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ¹⁰	Moderate

¹⁰ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking but it does not provide the nearest effective zone of constraint to the expansion of the area (which in this location falls outside of the Borough).	No function
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. The parcel lies to the south west of Bisley, outside of the narrowest part of the settlement gap. In this location, it is envisaged that loss of openness could occur without the settlements of Bisley and Woking merging, or appearing to merge, as a result of the location of the parcel, its partial containment by the existing settlement, and the development found within the parcel which would be considered to limit the contribution of the parcel to Purpose 2 in any event.	Weak
P3	The parcel exhibits some characteristics of the open countryside, however dense ribbon development to the south west of the parcel introduces a significant urbanising feature and elsewhere the existing settlement and HMP Coldingley have an urbanising influence on the parcel.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified the parent parcel of G67c as having a moderate function against Purpose 3, where the current parcel has been down rated against this Purpose. This is a result of the finer grained nature of the assessment, in addition to revisions to the methodology which places more focus on the visual aspects of the merging of settlements and the impact of urbanising development.

2. Bisley

Overall Part I Rating	Low Function
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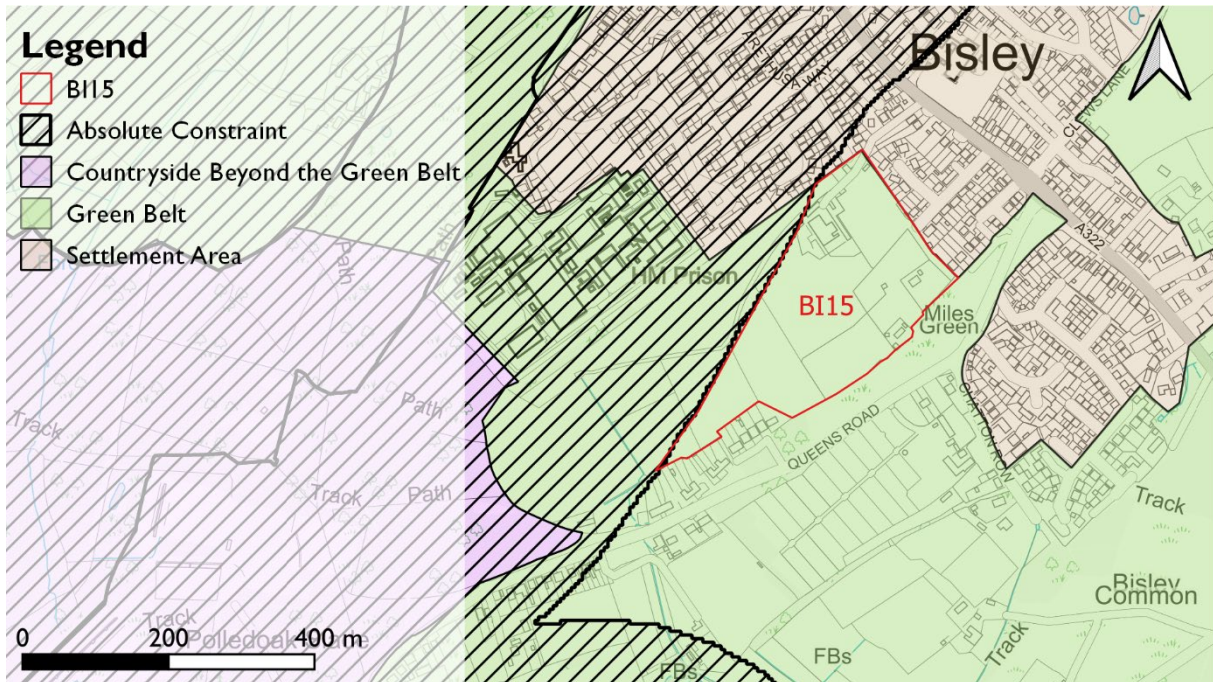
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released individually, development would increase containment of land in both B113, and B115 would become surrounded development on 3 sides, although it is recognised that land at B115 is already significantly under the influence of the urban area. Release of land in this location would be well contained in some locations but less so in other locations, particularly to the south west, where development would conjoin existing ribbon development, making the identification of a robust boundary problematic.</p> <p>Release alongside other parcels would not address these issues.</p>

2. Bisley

BI15: Land at Ramsbrook Farm



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G67c: Land to the north and west of the settlement area of Bisley		
Parcel G67c was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. Parcel G67c was considered to function weakly/moderately against Purposes 2 and 3.	P1	No function
	P2	Weak
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ¹¹	Moderate

¹¹ Some areas of land within the Parcel were excluded from the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 741 was assessed under the SHSA under reference BIS2.	P1	N/A
	P2	Weak
	P3	Moderate
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Land parcel is relatively close to the large built up area of Woking but it does not provide the nearest effective zone of constraint to the expansion of the area (which in this location falls outside of the Borough).	No function
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. At their closest point, heavily wooded land at Bisley common provide strong definition between rural and urban areas and provides a strong visual break between the settlements across the narrow gap. To the north east of the A322, some areas of ribbon development emerge from both Bisley and Woking which undermine the gap on a localised basis. The gap between the settlements is broader elsewhere, and is generally characterised by open fields bound by tree blocks and rows. In some areas, the shape of the settlement of Bisley contains areas of open land. Parcel B115 does not lie in the narrowest part of the settlement gap and is itself under the influence of the urban area, which wraps around the north east and north west of the parcel. Loss of openness to the west of West End in this location is unlikely to have any significant impact upon the perception of the gap between Bisley and Woking.	Weak
P3	The Land parcel comprises a farm and exhibits the characteristics of the open countryside; however, it is noted that the parcel is also subject to a notable degree of urban influence arising from surrounding development within the settlement area of Bisley and from nearby HMP Coldingly.	Moderate

2. Bisley

P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

Low Moderate
Function

Results of Part 2: Wider Impact Assessment

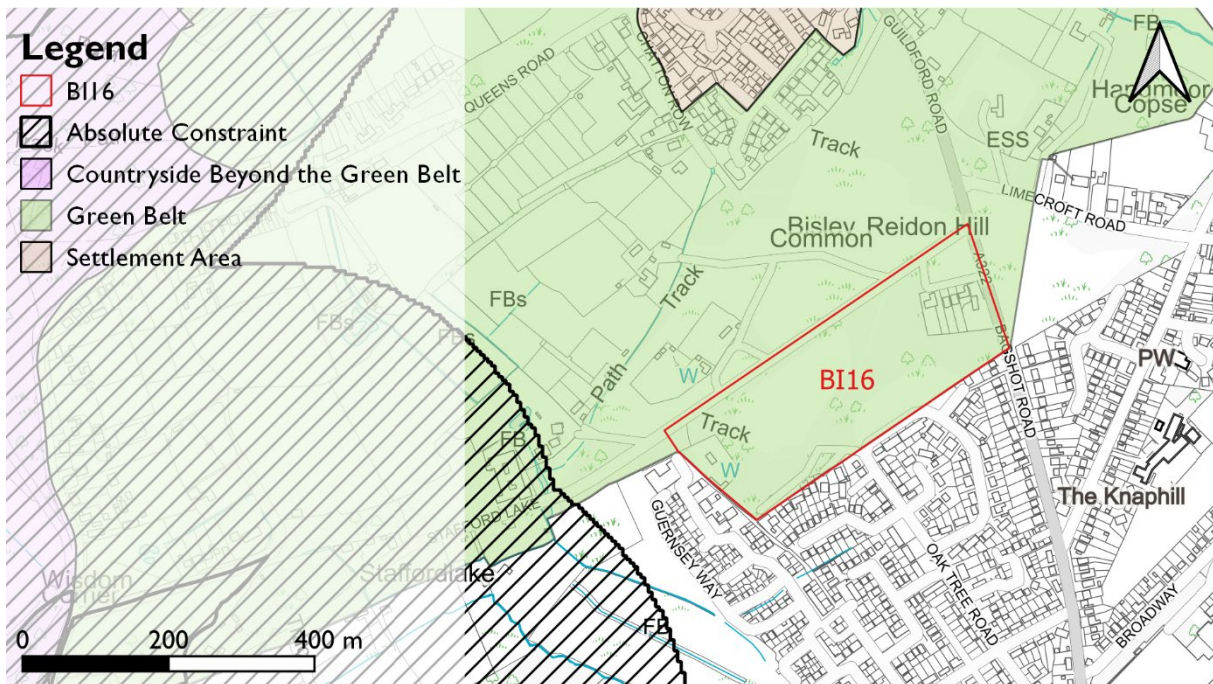
	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

If released individually, development would increase containment of land in BII4, however this land is densely wooded and as such the sense of containment here would be relatively limited. There would also be containment of land between the parcel and HMP Coldingly, but this land is already under the influence of the Prison and settlement area. Robust alternative boundaries could be identified in this location and release could be contained by the landscape.

2. Bisley

BI16: Land at Bisley Common, south of Stafford Lake



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G66: Land to the west of Guildford Road and to the south west of the settlement area of Bisley

Parcel G66 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.

P1	Strong
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ¹²	Moderate

¹² A small area of residential development is located within the Parcel which is not incorporated into the SHLSA

2. Bisley

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	Parcel B116 lies adjacent to the large, built-up area of Woking at its southernmost point and is considered to provide the nearest zone of constraint to the expansion of the built-up area of Woking. The part of the parcel that lies adjacent to the urban area of Woking is well wooded and provides a very clear demarcation of the rural and urban areas.	Strong
P2	The gap between Bisley and Woking is very narrow, with less than circa 380-475m between the settlements at their closest point. parcel B116 falls within the narrowest part of the gap and provides heavily wooded land largely free from development that provides a strong visual break between the settlements and good definition between rural and urban areas, despite a small cluster of residential development (which does not significantly affect the perception of the gap). Development in this location is likely to increase the perception that the settlements of Bisley and Woking are merging.	Strong
P3	The Land parcel possesses the characteristics of the countryside, being largely open and free from development. A small cluster of residential development to the east of the Parcel is of a density unexpected from the countryside, but on balance the impact of this is not considered so significant to warrant the downgrading of the parcel's performance from strong to moderate.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

2. Bisley

Overall Part 1 Rating	Very High Function
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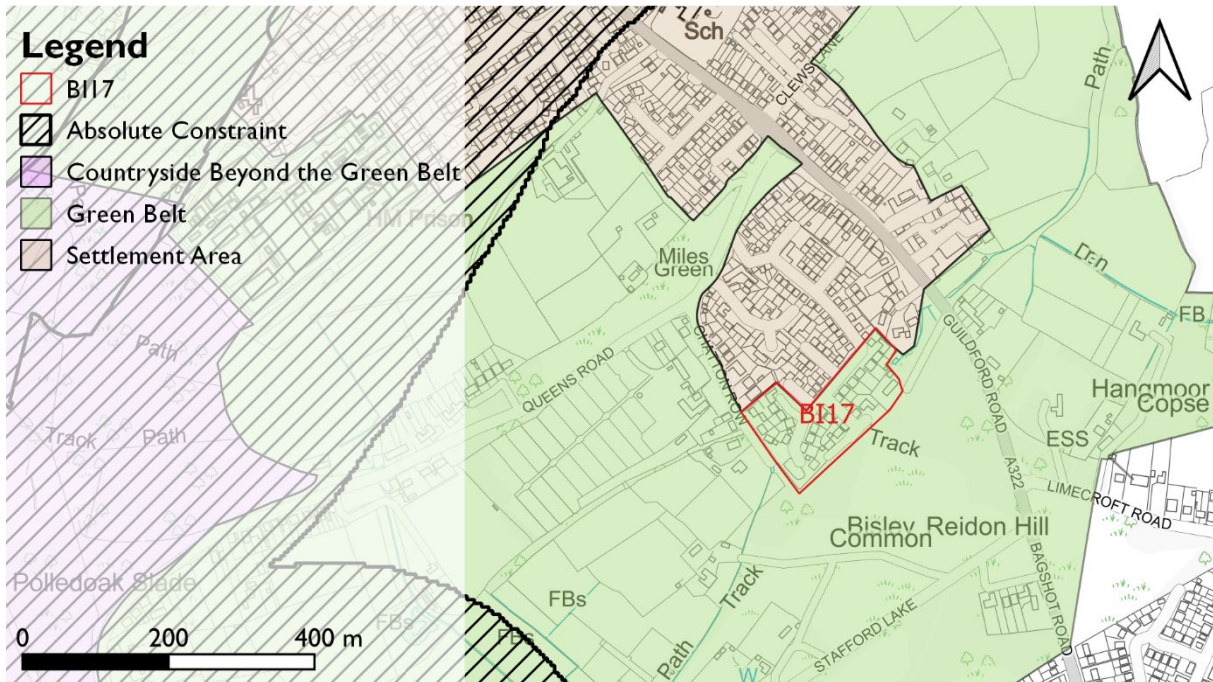
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
If released individually, development would relate to the settlement of Woking. Release here would contain land in B111 and B110, which although largely wooded, would be closely bound on both sides by development. Release alongside other parcels would not address these concerns.

2. Bisley

BI17: Land at Jopling Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G66: Land to the west of Guildford Road and to the south west of the settlement area of Bisley		
Parcel G66 is not considered to function against Purpose 4 owing to its spatial relationship with identified historic settlements. The parcel is considered to function strongly against all other purposes, as a result of its open, countryside character and the role played by the parcel in both preventing development within the gap between Bisley and Woking and in checking sprawl from Woking.	P1	Strong
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

2. Bisley

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is wholly developed and is not considered to contribute to Purpose 1	No function
P2	The parcel is considered to play no appreciable role in respect of Purpose 2 as the parcel is already developed to a degree that openness has been lost.	No function
P3	The Land parcel is dominated by urbanising features and exhibits no notable characteristics of the Countryside.	No function
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the terms of the 2017 Study parcel G66 was considered to perform strongly against Purposes 1-3; this reflected the strategic area assessed which was larger and generally open in character. Parcel B117 in contrast is smaller and wholly developed.

Overall Part I Rating

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

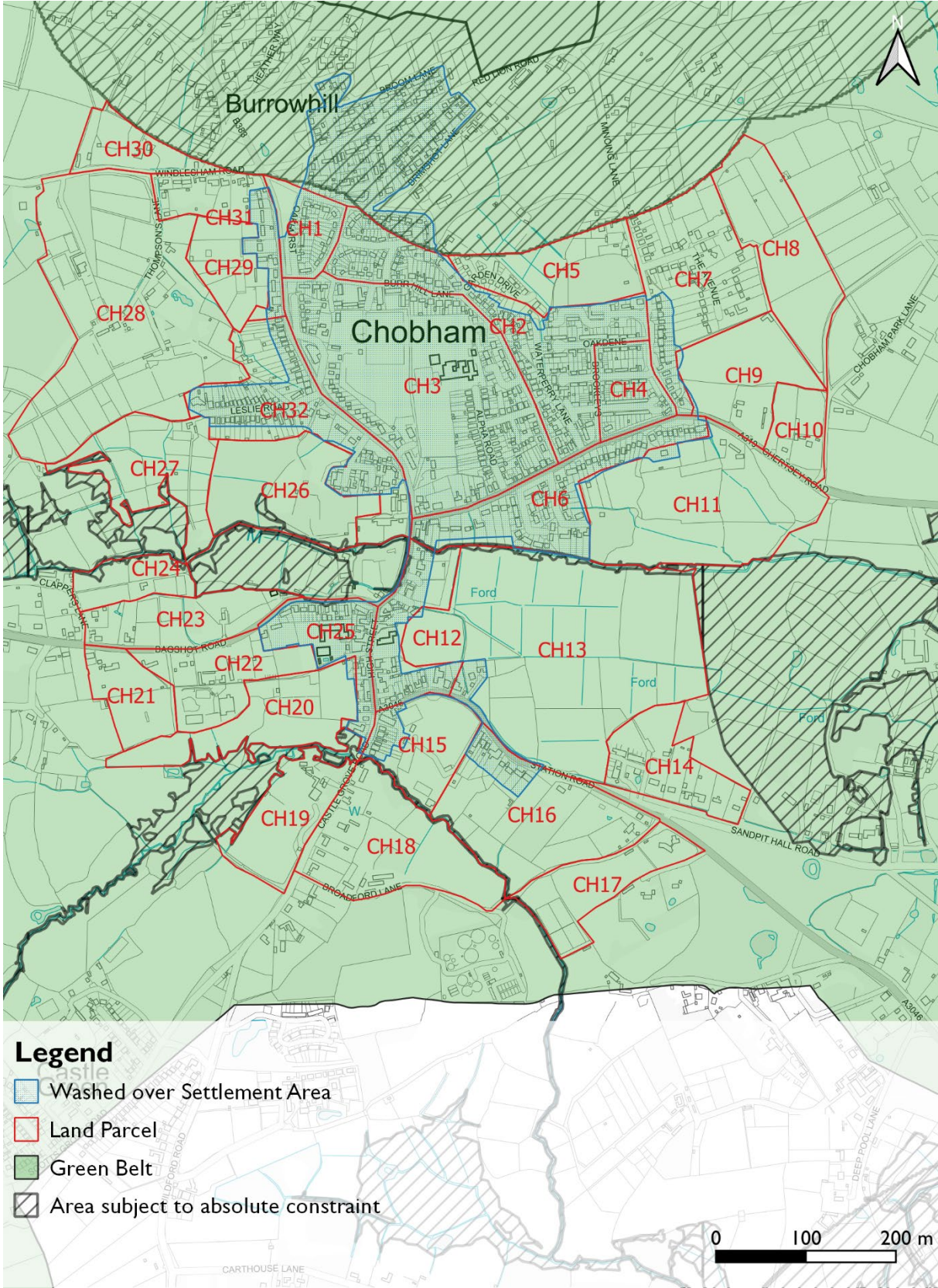
	Level of Impact
If released on an individual basis	Very Low Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

2. **Bisley**

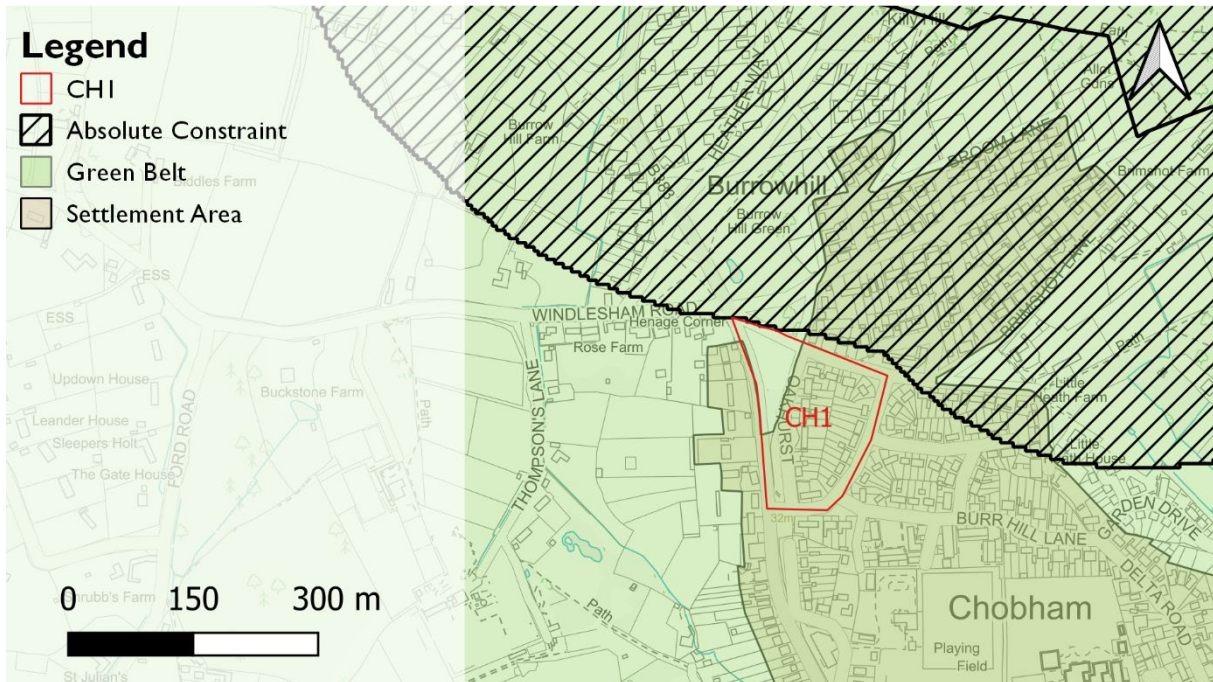
The parcel is already developed, with woodland providing a robust boundary to development.

3. Chobham



3. Chobham

CHI: Land at Oakhurst



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G43: Land south of Red Lion Road and east of Windsor Road		
Parcel G43 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and relationship with the historic area of Chobham. Parcel G43 was considered to function weakly against Purposes 2 and 3 owing to the parcels largely developed character.	P1	No function
	P2	Weak
	P3	Weak
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – land was not assessed under the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CHI is almost wholly developed, with the cumulative effect of this development urbanising. Openness has generally been lost within the parcel, however a small area of heathland green is located to the westernmost part of the parcel and does exhibit some characteristics of the countryside.	Weak
P4	Parcel CHI falls within the defined settlement area of Chobham, however the parcel is removed from the historic core of the settlement and is generally comprised of modern development, rather than countryside. There is no appreciable inter-visibility between the parcel and the historic environment. As such the Land parcel does not form part of the setting or contribute to the special character of the historic town.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the parcel was considered (as part of parcel G43) to perform weakly against Purpose 2, whereas the current assessment considers the parcel to have no function in this respect. The difference is attributable to the more refined nature of the methodology employed within the current study.

Overall Part I Rating

**Very Low
Function**

3. Chobham

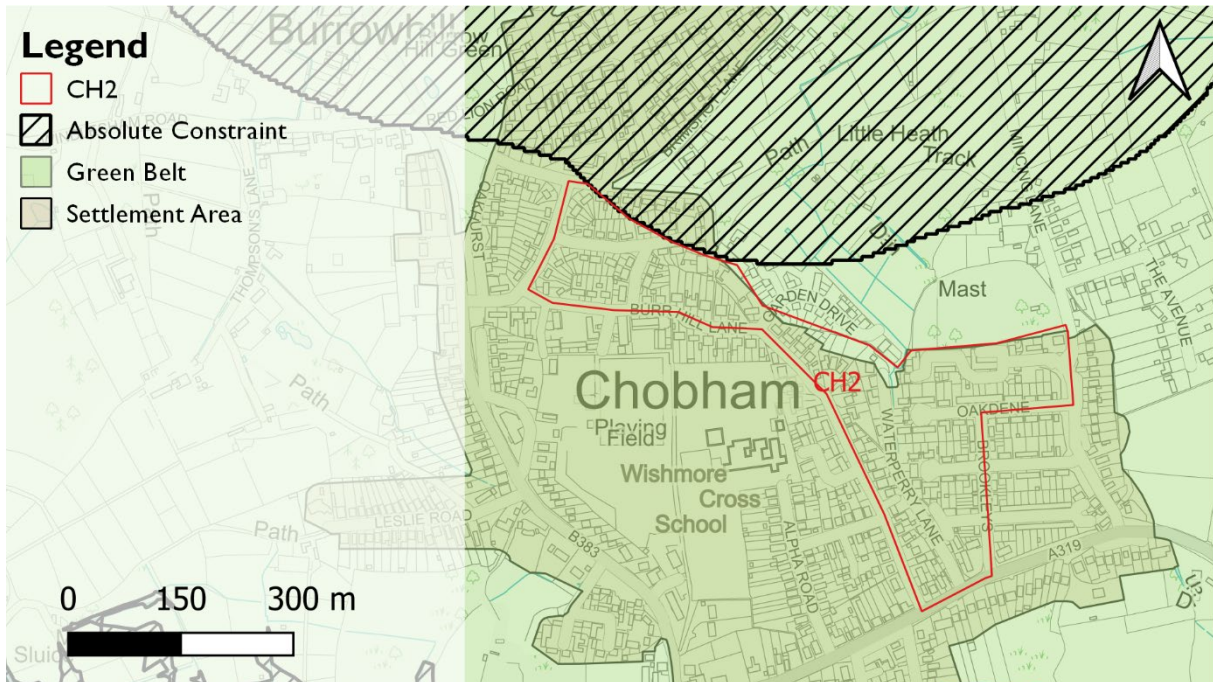
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel is already developed.

3. Chobham

CH2: Land North of Burr Hill Lane and East of Delta Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G45a: Land West of Mincing Lane and south of Red Lion Road		
Parcel G45a was considered to have no function against any Green Belt purposes owing to its developed character.	P1	No function
	P2	
	P3	
	P4	

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – land was not assessed under the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CH2 is wholly developed, with the cumulative effect of this development urbanising. Openness has been lost within the parcel.	No function
P4	Parcel CH2 falls within the defined settlement area of Chobham, however the parcel is removed from the historic core of the settlement and is generally comprised of modern development, rather than countryside. There is no appreciable inter-visibility between the parcel and the historic environment. As such the Land parcel does not form part of the setting or contribute to the special character of the historic town.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

Level of Impact

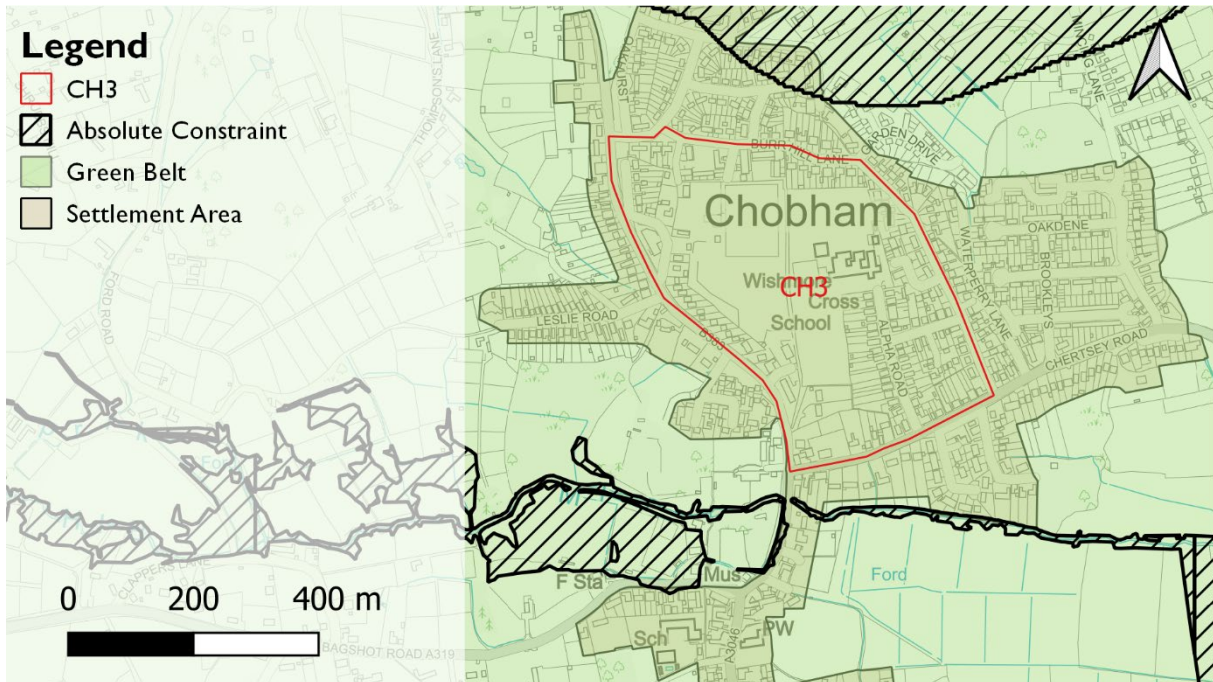
3. Chobham

If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel is already developed.

3. Chobham

CH3: Land between Windsor Road and Delta Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G44: Land east of Windsor Road and north of Chertsey Road		
Parcel G44 was not considered to function against any of the Purposes of the Green Belt, as a result of the parcels extensively developed appearance and distance from large built-up areas.	P1	No function
	P2	
	P3	
	P4	

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – land was not assessed under the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CH3 is heavily developed, with the cumulative effect of this development urbanising. The only open area within the parcel is encircled by surrounding development, having a significant urbanising impact upon the open space.	No function
P4	Parcel CH3 falls within the defined settlement area of Chobham, however the parcel is removed from the historic core of the settlement and is generally comprised of modern development, rather than countryside. There is no appreciable inter-visibility between the parcel and the historic environment. As such the Land parcel does not form part of the setting or contribute to the special character of the historic town.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

Very low function

Results of Part 2: Wider Impact Assessment

Level of Impact

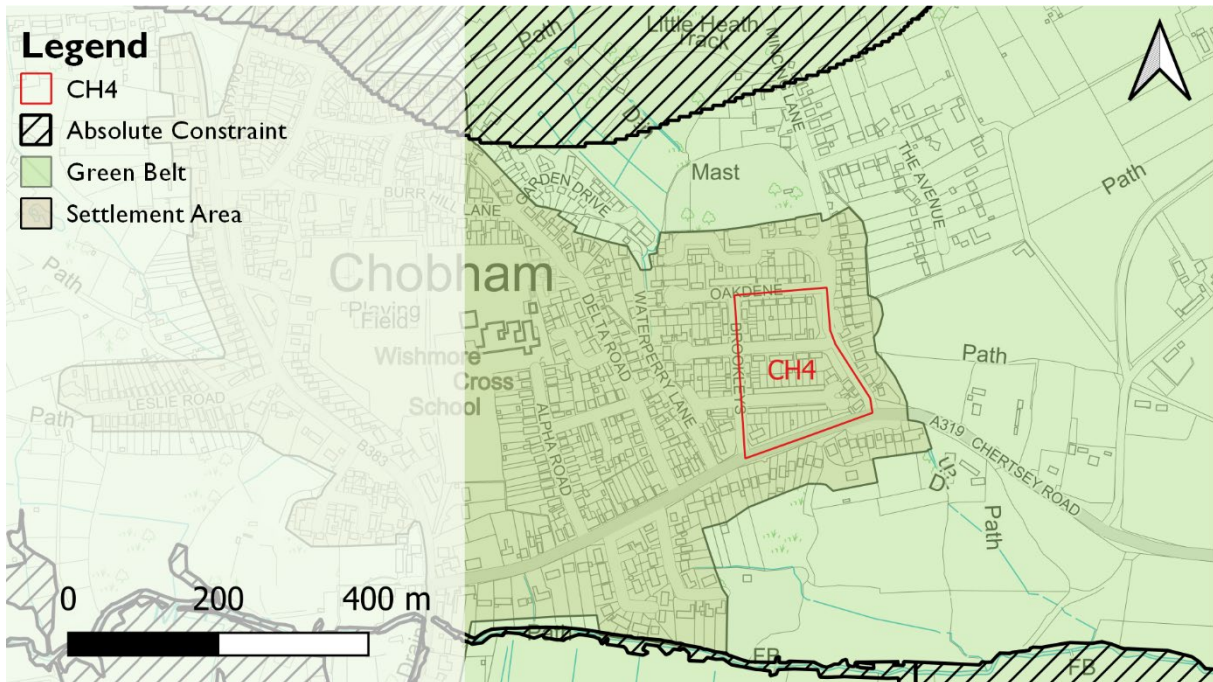
3. Chobham

If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	

Discussion of Findings:
The parcel is already developed.

3. Chobham

CH4: Land between Windsor Road and Delta Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G46: Land between Mincing Lane and Brookleys		
Parcel G46 was not considered to function against any Purposes of the Green Belt, owing to its developed character, distance from identified large built-up areas and relationship with the historic areas of the settlement of Chobham.	P1	No function
	P2	
	P3	
	P4	

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – land was not assessed under the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CH4 is wholly developed, with the cumulative effect of this development urbanising. Openness has been lost within the parcel.	No function
P4	Parcel CH4 falls within the defined settlement area of Chobham, however the parcel is removed from the historic core of the settlement and is generally comprised of modern development, rather than countryside. There is no appreciable inter-visibility between the parcel and the historic environment. As such the Land parcel does not form part of the setting or contribute to the special character of the historic town.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

Level of Impact

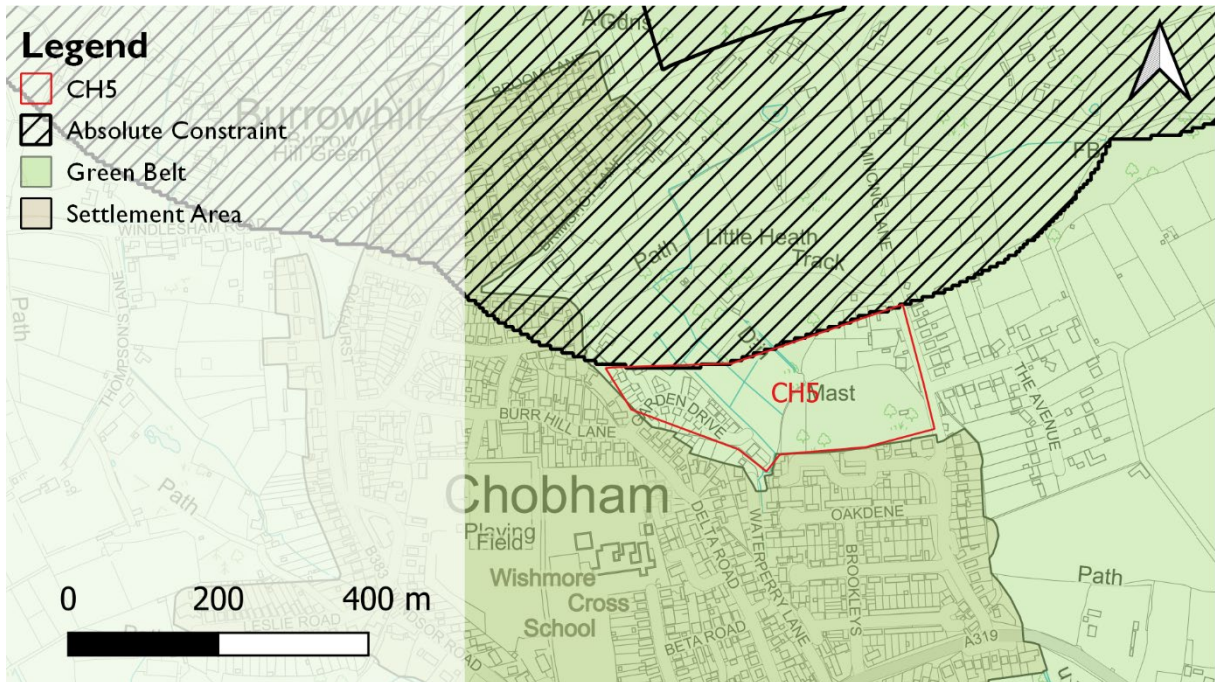
3. Chobham

If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel is already developed.

3. Chobham

CH5: Land West of Mincing Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G45b: Land West of Mincing Lane and south of Red Lion Road		
Parcel G45b was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and its relationship with the historic parts of the settlement of Chobham. Parcel G45b was considered to function strongly against Purpose 3, having an open, countryside character, but was considered to function weakly in respect of Purpose 2, owing to its location and the relationship between the settlement of Chobham and its nearest neighbouring settlements to the north and northwest.	P1	No function
	P2	Weak function
	P3	Strong function
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS8a: Chobham East Settled and Wooded Sandy Farmland	Moderate

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 238 at Mincing Lane Nursery was assessed within the 2018 study under reference CHOI.	P1	N/A
	P2	Weak
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel falls within a broad gap between Chobham and Trumps Green/Sunningdale, within which there is little sense of connectivity, owing in particular to the presence of Chobham Common. As a result of Chobham common, loss of openness in this location would not result in settlements merging or appearing to merge.	Weak
P3	The Land parcel generally possesses the characteristics of the countryside, being generally undeveloped, however openness is compromised on a localised basis in the south west of the parcel, where a recent cluster of new development (comprising a Rural Exception Site) is located and there is a slight sense of containment of the land as a result of development along Mincing Lane, limited only by the wooded characteristics of the parcel.	Moderate
P4	The parcel lies adjacent to the historic settlement of Chobham, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

3. Chobham

The 2017 and 2018 Studies both identified that the parent parcel performed strongly against Purpose 3. The current assessment down rates the performance of the parcel against this Purpose, reflecting development that has taken place since the last studies were carried out and adjustments to the assessment methodology which place greater emphasis on containment and urbanising development.

Overall Part I Rating:

**Low Moderate
Function**

Results of Part 2: Wider Impact Assessment

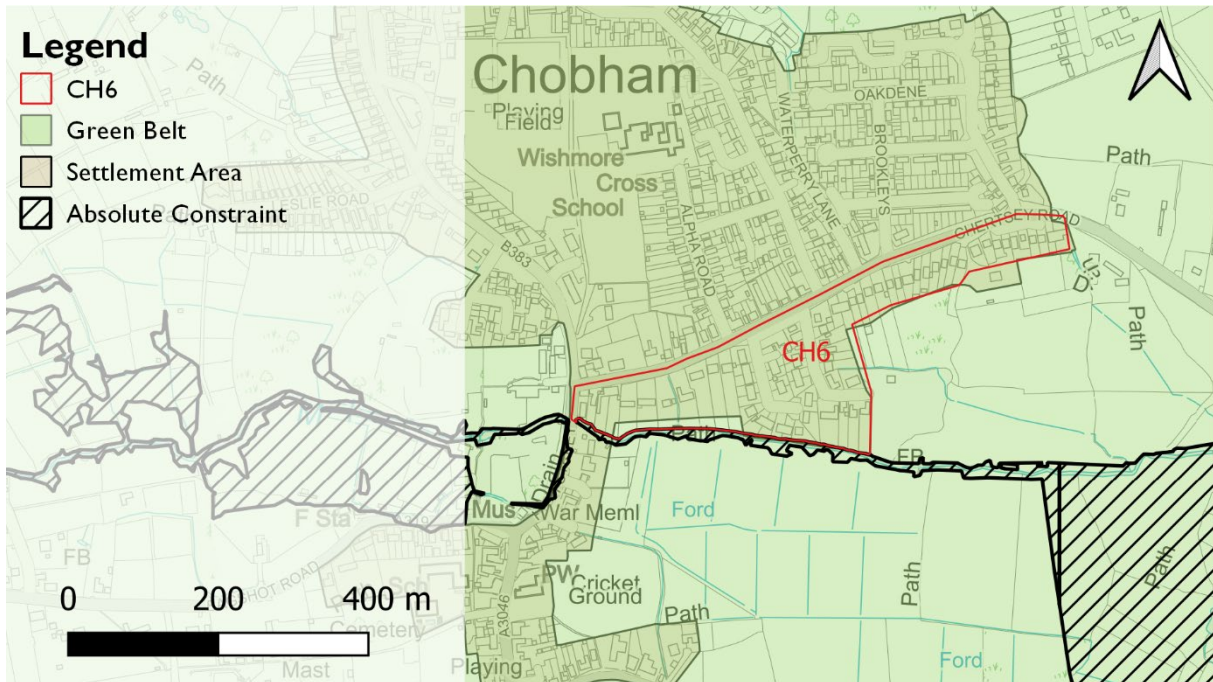
	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Development within the parcel would effectively be infill with existing development surrounding the parcel to the east, west and south. The parcel is also well contained by the landscape with woodland and having the capacity to provide a robust Green Belt boundary in this location.

3. Chobham

CH6: Land east of High Street and south of Chertsey Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G48a:		
Parcel G48a was considered to have no function against the Green Belt purposes as a result of its extensively developed character.	P1	No function
	P2	
	P3	
	P4	

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – not assessed under the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CH6 is wholly developed, with the cumulative effect of this development urbanising. Openness has been lost within the parcel.	No function
P4	Parcel CH6 falls within the defined settlement area of Chobham, however the parcel is removed from the historic core of the settlement and is generally comprised of modern development, rather than countryside. There is no appreciable inter-visibility between the parcel and the historic environment. As such the Land parcel does not form part of the setting or contribute to the special character of the historic town.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

Level of Impact

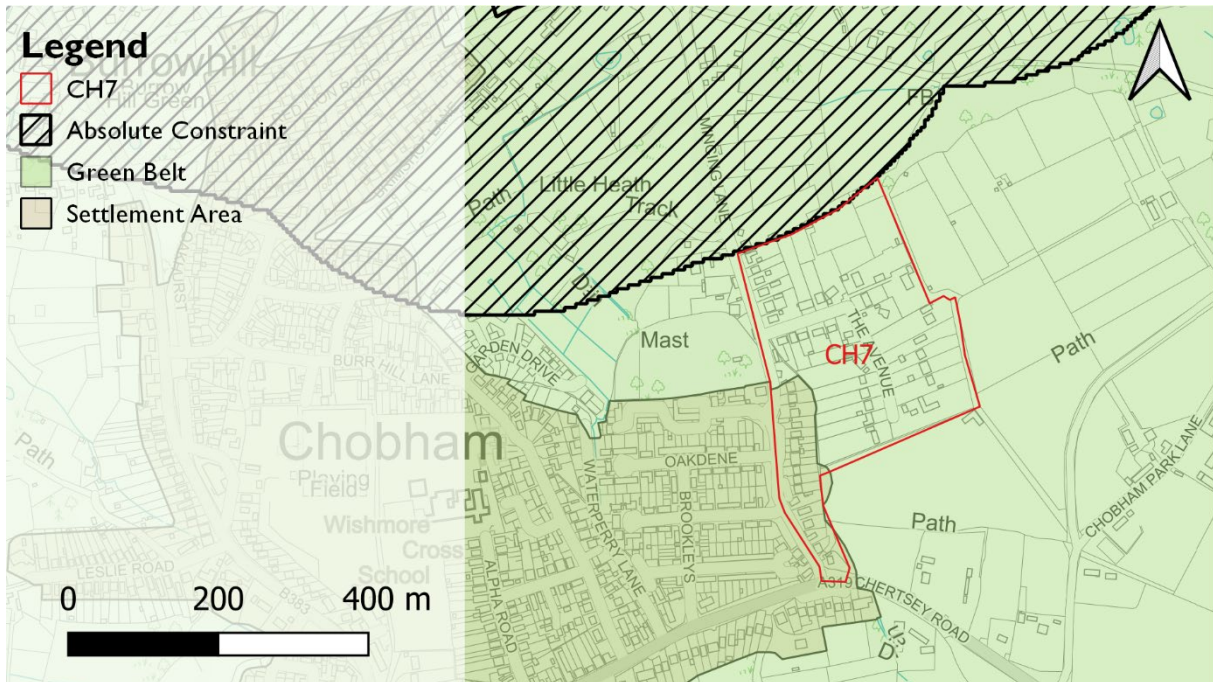
3. Chobham

If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel is already developed.

3. Chobham

CH7: Land at The Avenue



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G47b: Land south of Gracious Pond Road		
Parcel G47b was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and relationship with the historic areas of Chobham. Parcel G47b was considered to have no function against Purpose 2 and weak function against Purpose 3 as a result of the development located within it.	P1	No function
	P2	No function
	P3	Weak function
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – not assessed under the SHLSA	

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel is considered to play no appreciable role in preventing the merging or erosion of the gap between settlements, owing to its developed character.	No function
P3	The parcel exhibits some characteristics of the countryside, but is generally extensively developed with residential development exhibiting a more urban form than usually expected within a rural location.	Weak
P4	The parcel lies adjacent to the historic settlement of Chobham, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
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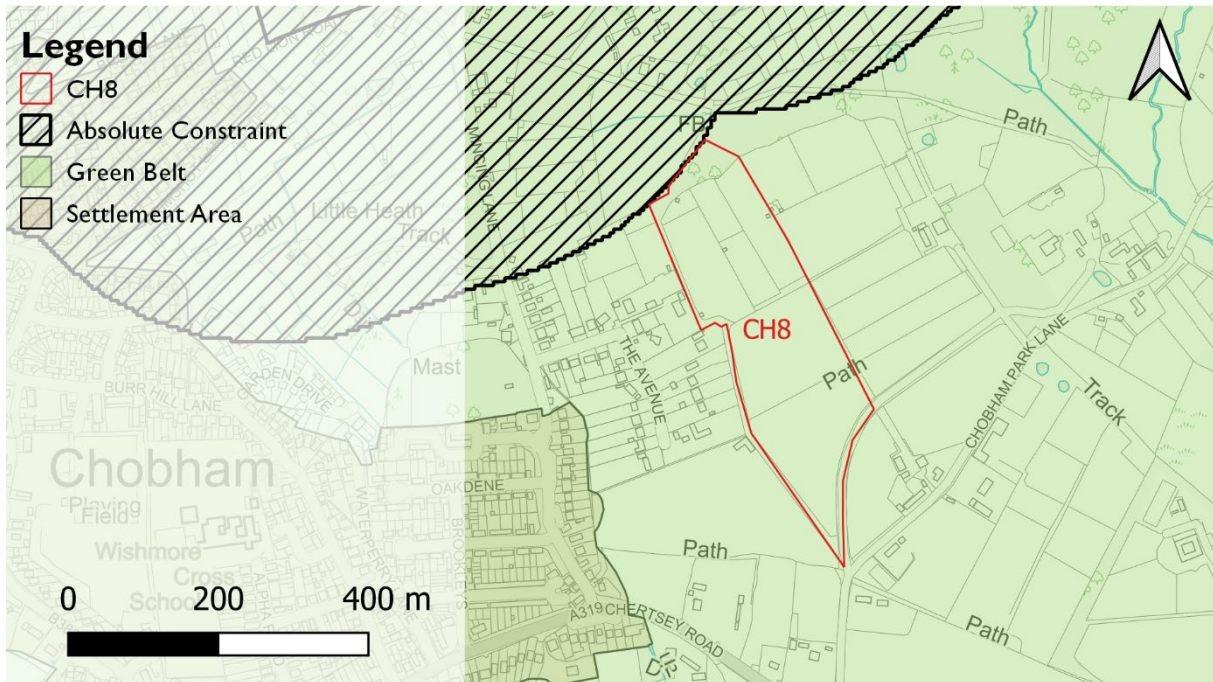
3. Chobham

If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel is already developed.

3. Chobham

CH8: Land north east of The Avenue



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G47a: Land south of Gracious Pond Road		
Parcel G47 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and relationship with the historic areas of Chobham. Parcel G47a was considered to function strongly against Purpose 3 as a result of its generally open character and moderately against Purpose 2, as a result of the contribution the parcel makes to preventing development in the gap between Chobham and Ottershaw, which had been undermined in some areas.	P1	No function
	P2	Moderate function
	P3	Strong function
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS8a: Chobham East Settled and Wooded Sandy Farmland	Moderate

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and Chertsey/Addlestone is broad at over 5 kilometres. Notwithstanding this it is recognised that the settlement of Ottershaw is situated within the settlement gap and affect the perception of the gap; particularly as beyond Ottershaw the settlement gap begins to exhibit a more developed and settled appearance. The landscape within the settlement gap gently rises to the east and principally comprises open fields bordered by trees, generally limiting long range views. Fair Oaks airport lies within the settlement gap.</p> <p>Loss of openness could take place within the settlement gap without resulting in the merging of settlements, given the size of the gap and the nature of the landscape in this area. However, the strongest part of the settlement gap is considered to be the open land between Chobham and Fair Oaks Airport, where rural open land is not under any notable urban influence. The parcel falls within this part of the gap.</p>	Moderate
P3	The Land parcel possesses the characteristics of the open countryside, being wholly open and undeveloped.	Strong
P4	The parcel lies adjacent to the historic settlement of Chobham, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

3. Chobham

N/A

Overall Part I Rating:

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	Moderate Risk

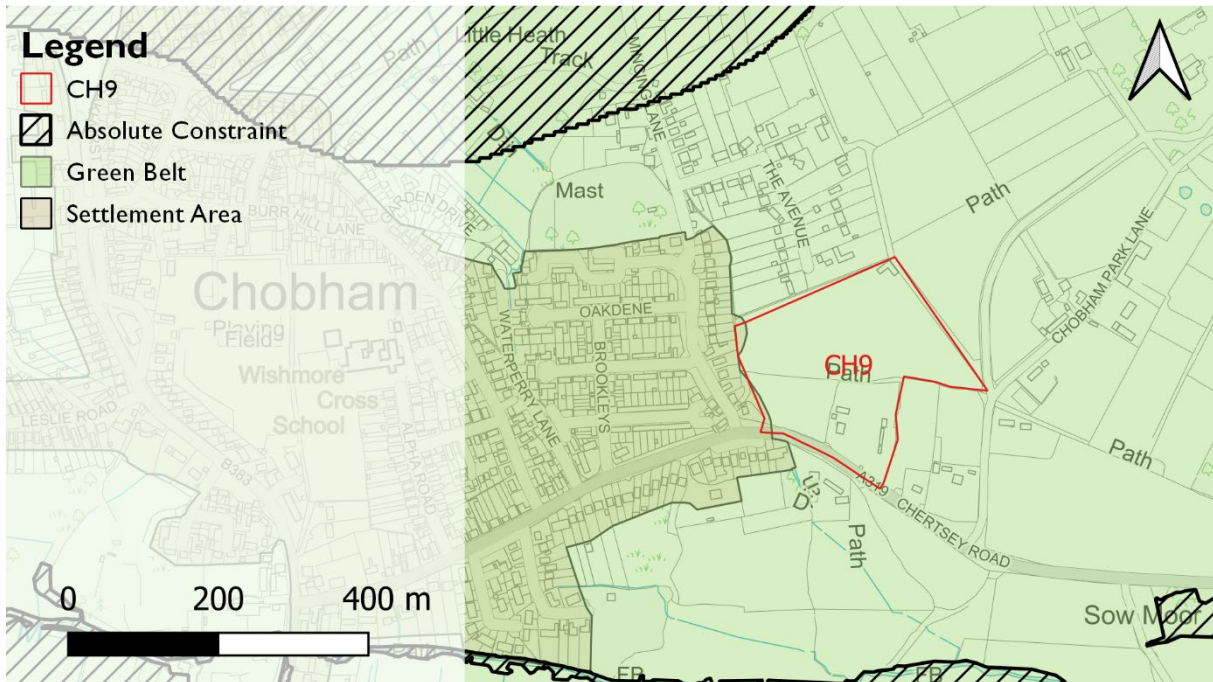
Discussion of Findings:

Development within parcel CH8 would result in the containment of parcel CH9, although it is noted that parcel CH9 is already relatively contained by existing development. In this location, the landscape is relatively open and there are no robust features within the parcel that would act as suitable Green Belt boundaries. On balance, it is considered that development here would represent a higher risk to the wider Green Belt.

If released in conjunction with CH7, CH9 and CH10 there would be some, limited risk of containment of land to the south, however the landscape to the south is already partly contained by existing development. Issues regarding a suitable Green Belt boundary to the east would remain.

3. Chobham

CH9: Land to the north of Chertsey Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G47a: Land south of Gracious Pond Road		
Parcel G47a was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and relationship with the historic areas of Chobham. Parcel G47a was considered to function strongly against Purpose 3 as a result of its generally open character and moderately against Purpose 2, as a result of the contribution the parcel makes to preventing development in the gap between Chobham and Ottershaw, which had been undermined in some areas.	P1	No function
	P2	Moderate function
	P3	Strong function
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS8a: Chobham East Settled and Wooded Sandy Farmland¹³	Moderate

¹³ Some land within the Parcel adjacent to the Chertsey Road was excluded from the assessment.

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	<p>The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.</p>	No function
P2	<p>The gap between Chobham and Chertsey/Addlestone is broad at over 5 kilometres. Notwithstanding this it is recognised that the settlement of Ottershaw is situated within the settlement gap and affect the perception of the gap; particularly as beyond Ottershaw the settlement gap begins to exhibit a more developed and settled appearance. The landscape within the settlement gap gently rises to the east and principally comprises open fields bordered by trees, generally limiting long range views. Fair Oaks airport lies within the settlement gap.</p> <p>Loss of openness could take place within the settlement gap without resulting in the merging of settlements, given the size of the gap and the nature of the landscape in this area. However, the strongest part of the settlement gap is considered to be the open land between Chobham and Fair Oaks Airport, where rural open land is not under any notable urban influence. The parcel falls within this part of the gap, however it is considered that the degree of development within parcel CH10 influences the degree to which parcel CH9 is able to contribute to the sense of the gap to a degree.</p>	Weak
P3	<p>The Land parcel itself possesses the characteristics of the open countryside, being wholly open and undeveloped. However, the parcel exhibits a notable degree of containment as a result of surrounding development. On balance the parcel performs moderately rather than strongly.</p>	Moderate
P4	<p>The parcel lies adjacent to the historic settlement of Chobham, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.</p>	No function

3. Chobham

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified that the parent parcel performed moderately against Purpose 2 and Strongly against Purpose 3. The current assessment down rates the performance of the parcel against both Purposes. This reflects adjustments to the assessment methodology which place greater emphasis on containment and urbanising development.

Overall Part I Rating:

**Low Moderate
Function**

Results of Part 2: Wider Impact Assessment

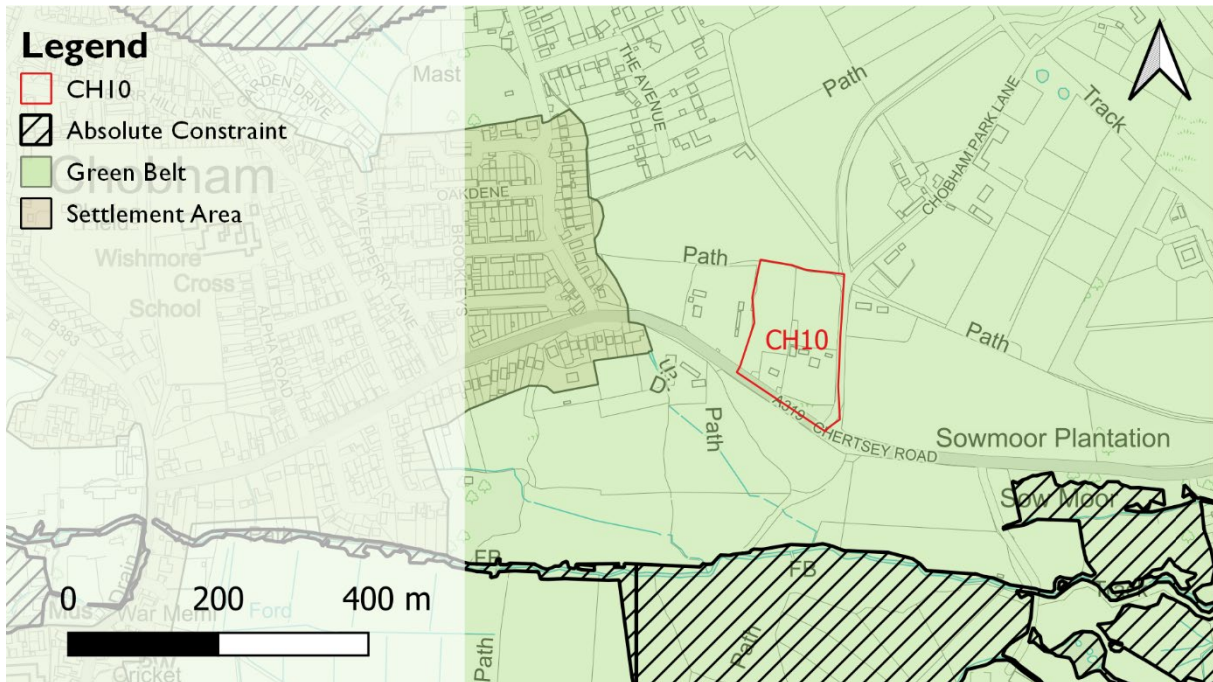
	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Development in parcel CH9 would risk increased containment of land in parcel CH10 and CH11, although it is noted that parcel CH10 is already partly developed. The parcel itself is already contained by development to the north, west, and to a degree, the east. On balance, field boundaries would provide a reasonable Green Belt boundary in this location.

3. Chobham

CH10: Land to the West of Chobham Park Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G47a: Land south of Gracious Pond Road		
Parcel G47 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and relationship with the historic areas of Chobham. Parcel G47a was considered to function strongly against Purpose 3 as a result of its generally open character and moderately against Purpose 2, as a result of the contribution the parcel makes to preventing development in the gap between Chobham and Ottershaw, which had been undermined in some areas.	P1	No function
	P2	Moderate function
	P3	Strong function
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development

3. Chobham

SS8a: Chobham East Settled and Wooded Sandy Farmland¹⁴

Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel is considered to play a weak role in preventing the merging or erosion of the gap between settlements at Chobham and Chertsey/Addlestone, owing to its partially developed character.	Weak
P3	The parcel exhibits some characteristics of the open countryside, however there is a relatively intensive cluster of residential development uncharacteristic of the countryside and which affects the degree of openness within the parcel.	Weak
P4	The parcel lies adjacent to the historic settlement of Chobham, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified that the parent parcel performed moderately against Purpose 2 and Strongly against Purpose 3. The current assessment down rates the performance of the parcel against both Purposes. This reflects adjustments to the assessment methodology which place greater emphasis on containment and urbanising development, in addition to recognising that development has taken place within the parcel since the 2017 study.

¹⁴ Some land within the Parcel was excluded from the SHLSA

3. Chobham

Overall Part I Rating:	Low Function
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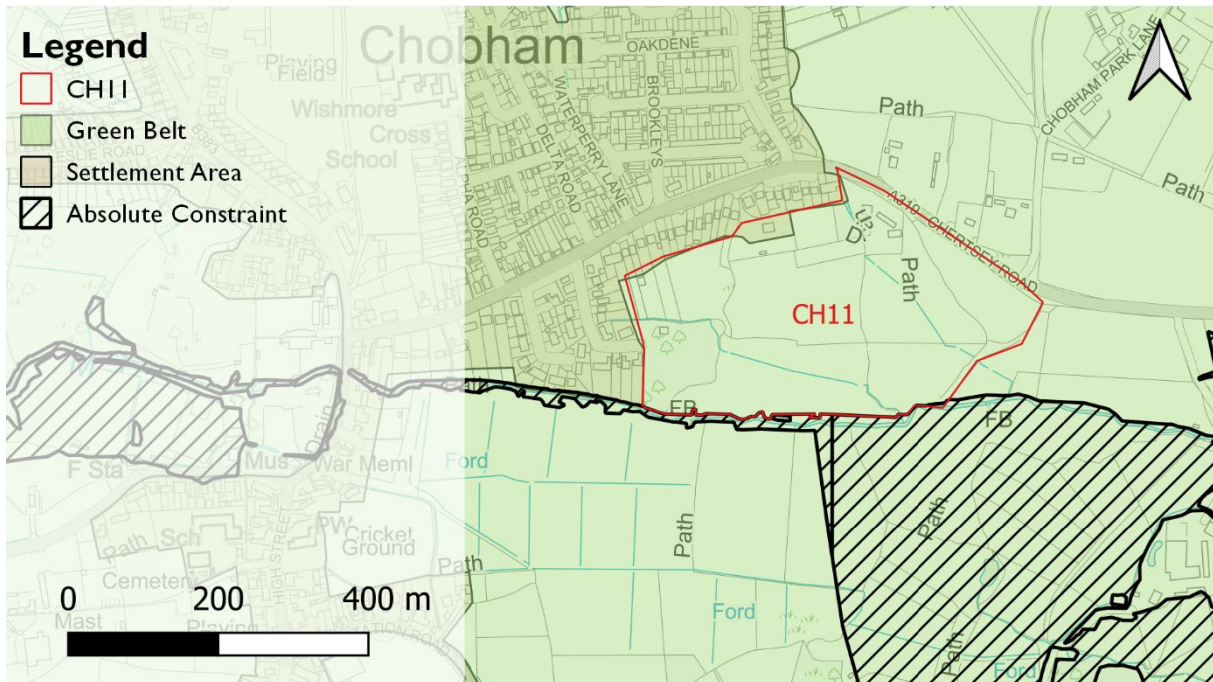
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
Development in parcel CH10 would risk increased containment of land in parcel CH9 and CH11, although it is noted that parcel CH9 is already under the influence of surrounding development. parcel CH10 itself is moderately contained by the landscape and on balance, field boundaries would provide a reasonable Green Belt boundary in this location.

3. Chobham

CH11: Land to the south of Chertsey Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G48a: Land to the south of Chertsey Road and north of the Mill Bourne		
Parcel G48b was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and relationship with the historic areas of Chobham. Parcel G48b was considered to function strongly against Purpose 3 as a result of its generally open character and moderately against Purpose 2, as a result of the contribution the parcel makes to preventing development in the gap between Chobham and Ottershaw, which has been undermined in some areas.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS8a: Chobham East Settled and Wooded Sandy Farmland¹⁵	Moderate

¹⁵ Part of the land within the Parcel was excluded from the SHLSA.

3. Chobham

RF5c: Windlebrook and Southern Bourne River Floodplain

Moderate-High

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 409 was assessed under within the 2018 study under reference CHO3.	P1	N/A
	P2	Weak
	P3	Strong
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and Chertsey/Addlestone is broad at over 5 kilometres. Notwithstanding this it is recognised that the settlement of Ottershaw is situated within the settlement gap and affects the perception of the gap; particularly as beyond Ottershaw the settlement gap begins to exhibit a more developed and settled appearance. The landscape within the settlement gap gently rises to the east and principally comprises open fields bordered by trees, generally limiting long range views. Fairoaks airport lies within the settlement gap.</p> <p>Loss of openness could take place within the settlement gap without resulting in the merging of settlements, given the size of the gap and the nature of the landscape in this area. However, the strongest part of the settlement gap is considered to be the open land between Chobham and Fairoaks Airport, where rural open land is not under any notable urban influence. The parcel falls within this part of the gap.</p>	Moderate
P3	The parcel possesses the characteristics of the open countryside and exhibits a significant degree of openness, being nearly wholly free from development.	Strong

3. Chobham

P4	The parcel lies adjacent to the historic settlement of Chobham, but is separated from the historic core of the settlement by a significant degree of modern development. As such it is not considered that this parcel contributes to the special character of the historic settlement.	No function
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The findings of both the 2017 and the current study accord. The SHSA 2018 Study concluded that SLAA site 409 performed weakly against Purpose 2. This difference is attributable to the differences in size and location of the assessment areas under consideration in each study.

Overall Part I Rating:

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

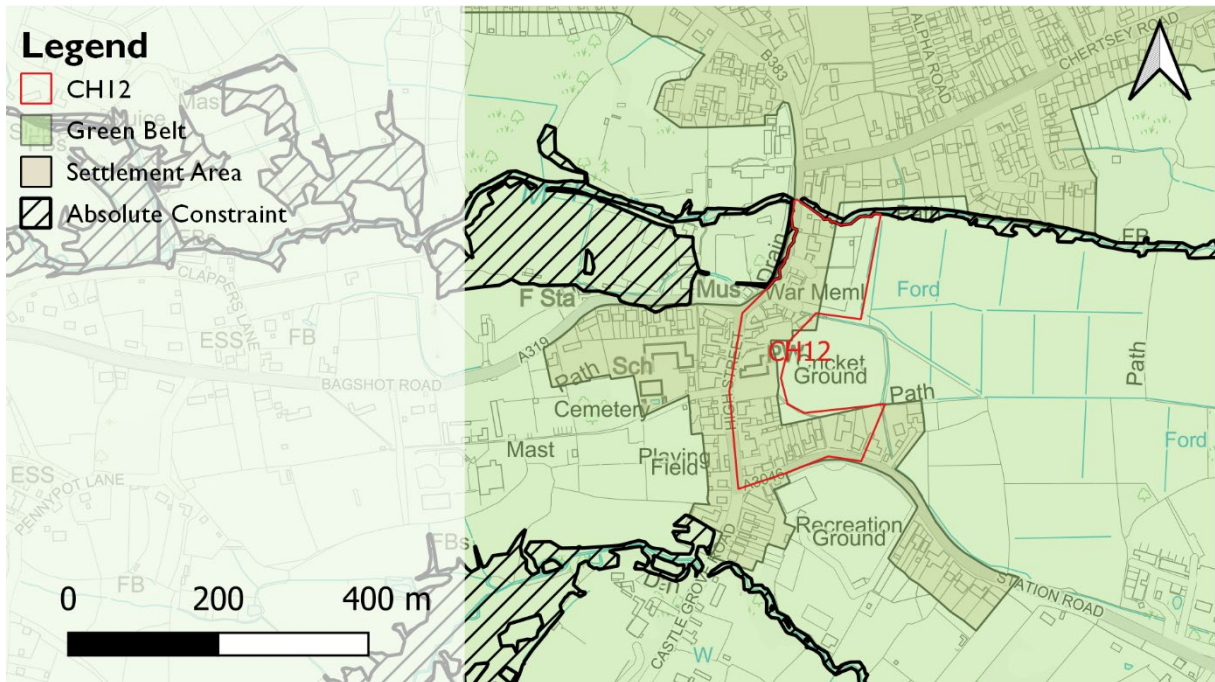
Discussion of Findings:

Development in parcel CHI I would increase the containment of land to the north, although it is noted that part of this land (in parcel CHI0) is already developed. Development here would also increase containment of open and sensitive Green Belt in parcel CHI3, and would be reliant on wooded edges to the Mill Bourne to limit the impact of development. In this location, wooded field boundaries would provide relatively robust Green Belt boundaries. The landscape would contain development relatively well.

Release alongside an adjacent parcel (CHI3) would lead to containment of Green Belt land outside of the parcels and would not change the overall risk rating.

3. Chobham

CHI2: Land east of the High Street and north of Station Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G53b: Land to the east of Chobham and to the north of Station Road		
Parcel G53 was not considered to function against Purpose 1 owing to its distance from identified large built-up areas, but was considered to function strongly against Purpose 4, owing to the role played by the parcel in providing part of the setting of the historic core of Chobham. Parcel G53b was considered to have no function against Purpose 2 and a weak function against Purpose 3 as a result of its developed appearance.	P1	No function
	P2	No function
	P3	Weak function
	P4	Strong function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – land was not assessed under the SHLSA	

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CH12 is nearly wholly developed, with the cumulative effect of this development urbanising. Openness has generally been lost within the parcel, however it is noted that openness remains around the Church and connects to the wider, open landscape at the adjacent cricket ground.	Weak
P4	Parcel CH12 incorporates part of the historic settlement of Chobham and includes St Lawrences Church, which lies at the heart of the settlement and its Conservation Area. Open land comprising a graveyard surrounding the Church is considered to play a significant role in enhancing the setting and special character of the historic core of Chobham, with the open land here providing a break in historic development along the High Street with views afforded across the cricket pitch towards the open countryside beyond. The Chobham Village Conservation Area Appraisal recognises the inter-visibility between the built up village and open countryside at this point as a particularly valuable vista. It is also recognised that the parcel contains a number of rural footpaths running through water meadows that lie within the parcel that offer attractive views of the village, giving it an open landscape setting.	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

3. Chobham

Overall Part 1 Rating:	Moderate High Function
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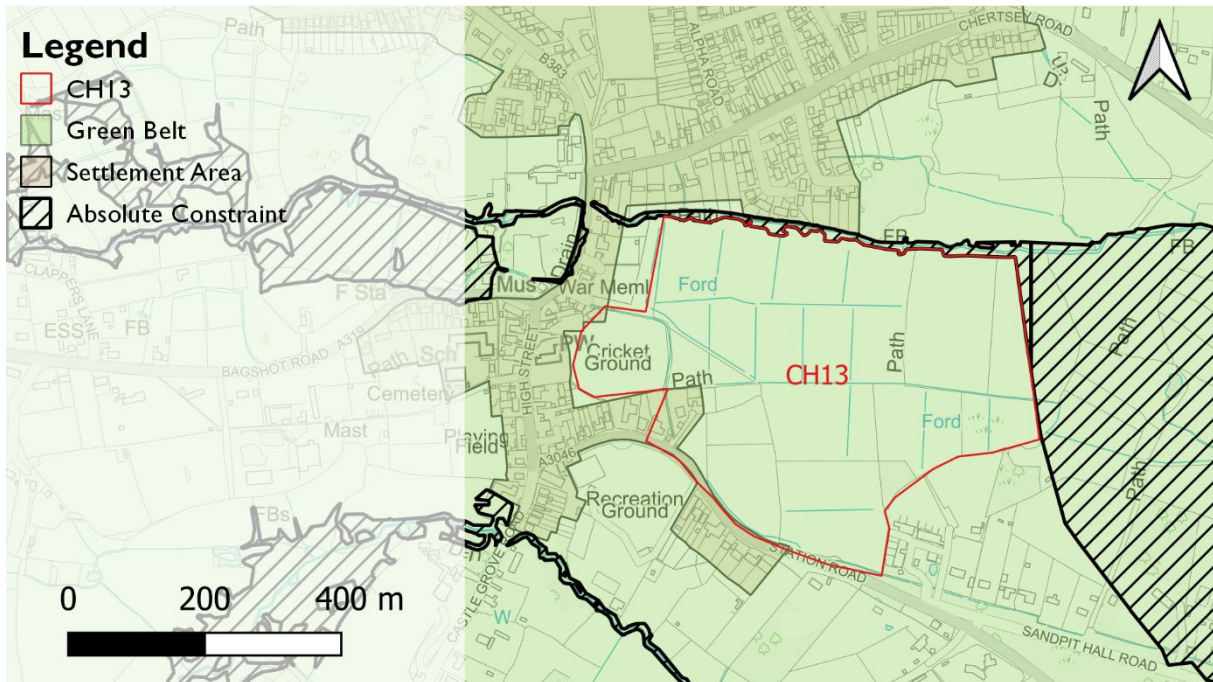
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel is already developed.

3. Chobham

CHI3: Land at Chobham Meadows and Flexlands Farm



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G53a: Land to the east of Chobham and to the north of Station Road		
Parcel G53a was not considered to function against Purpose 1 owing to its distance from identified large built-up areas, but was considered to function strongly against Purpose 4, owing to the role played by the parcel in providing part of the setting of the historic core of Chobham. Parcel G53a was considered to function strongly against Purpose 3 and moderately against Purpose 2 as a result of its generally open character and role played in preventing development that would result in the merging of settlements at Chobham and Woking.	P1	No function
	P2	Moderate
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5c: Windlebrook and Southern Bourne River Floodplain	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

Yes - SLAA site 510 at Flexlands Farm was assessed within the 2018 Study under reference CHO6.	P1	N/A
	P2	Moderate
	P3	Strong
	P4	Strong

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Chobham and Chertsey/Addlestone is broad at over 5 kilometres. The strongest part of the settlement gap is considered to be the open land between Chobham and Fairoaks Airport, where rural open land is not under any notable urban influence. The parcel falls within this part of the gap, however it is considered that the parcel does not contribute significantly to the settlement gap, given that it is in itself relatively contained by development. Loss of openness could take place within parcel CHI3 without resulting in the merging (or appearance of merging) of these settlements. The parcel also has potential to influence the perception of the moderate gap between Chobham and Woking owing to its proximity to Station Road however the performance of the parcel in this respect is undermined by development outside of the parcel to the east.	Weak
P3	The parcel possesses the characteristics of the open countryside and exhibits a significant degree of openness, being nearly wholly free from development. There is however a degree of urbanising influence arising from neighbouring land, with the westernmost part of the parcel contained by areas of built development associated with the adjoining settlement.	Moderate

3. Chobham

P4	<p>The parcel lies adjacent to the historic settlement of Chobham. The parcel is considered to play a significant role in enhancing the setting and special character of the historic core of Chobham. Notably, the Church and Churchyard of St Lawrence lies adjacent to the parcel and it is here that a break in the historic development within central Chobham occurs allowing intervisibility between the areas. The Chobham Village Conservation Area Appraisal recognises that the inter-visibility between the built up village and open countryside at this point as a particularly valuable vista. It is also recognised that the parcel contains a number of rural footpaths running through water meadows that lie within the parcel that offer attractive views of the village, giving it an open landscape setting.</p>	Strong
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified that the parent parcel performed moderately against Purpose 2 and Strongly against Purpose 3. This was echoed in the findings of the 2018 Study. The current assessment down rates the performance of the parcel against both Purposes. This reflects adjustments to the assessment methodology which place greater emphasis on containment and urbanising development.

Overall Part I Rating:

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

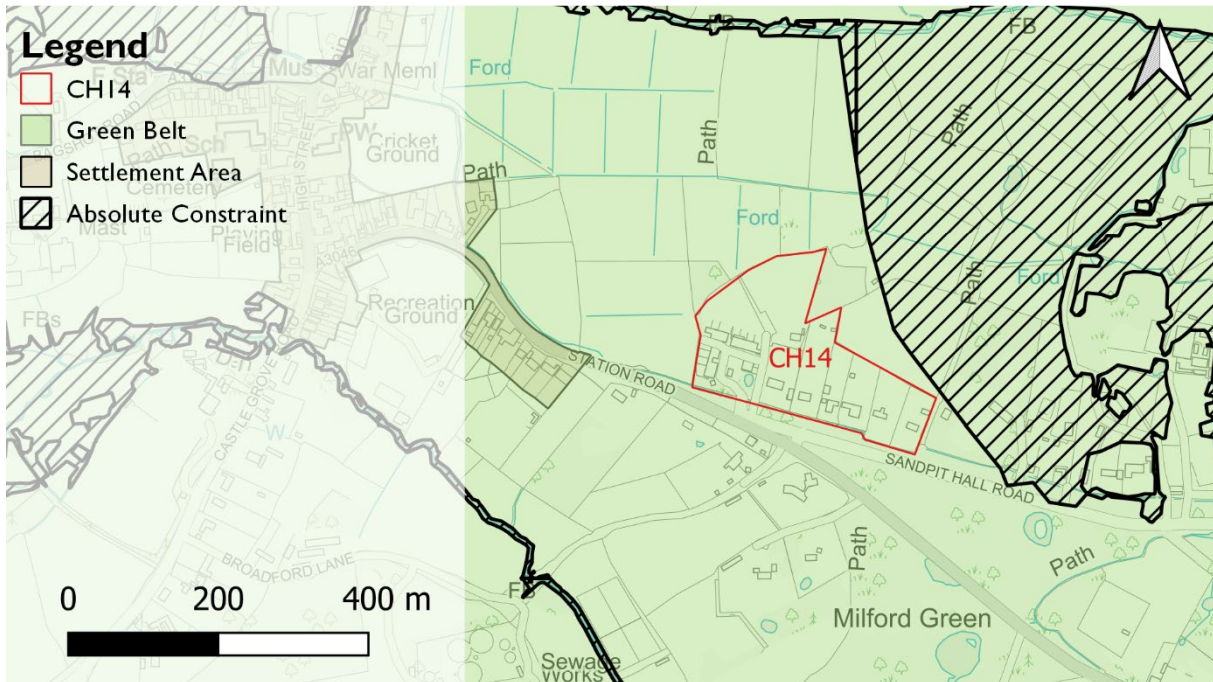
Development within parcel CHI3 could to a degree be read as infill, with the parcel already partly contained to the north, west and, in places to the south, by existing development. A well established series of field boundaries would have a containing effect. Notwithstanding this, development in parcel CHI3 would contain open Green Belt land to the north, which is already partly contained.

3. Chobham

Release alongside other parcels (CHI I) would increase containment of other open Green Belt land.

3. Chobham

CHI4: Land north of Sandpit Hall Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G53a: Land to the east of Chobham and to the north of Station Road		
Parcel G53 was not considered to function against Purpose 1 owing to its distance from identified large built-up areas, but was considered to function strongly against Purpose 4, owing to the role played by the parcel in providing part of the setting of the historic core of Chobham. Parcel G53a was considered to function strongly against Purpose 3 and moderately against Purpose 2 as a result of its generally open character and role played in preventing development that would result in the merging of settlements at Chobham and Woking.	P1	No function
	P2	Moderate
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – not assessed under the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a notable loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Whilst the parcel does incorporate a degree of openness, the parcel also accommodates a relatively intensive and dominant cluster of residential development uncharacteristic of the countryside. This significantly affects the openness of the parcel.	Weak
P4	The parcel is separated from the historic core of Chobham by intervening land and it is the intervening land that is the key contributor to the setting and character of the settlement. Parcel CH14 is not considered to make a significant contribution in this respect, on that basis.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The findings of the 2018 Study rate the parent parcel as performing moderately to strongly against Purposes 2-4. The current study focuses on a significantly smaller land area which is relatively developed and excludes areas of open land assessed within the 2017 Study. This has resulted in the assessment concluding that the parcel only performs weakly against Purpose 3 and not at all in respect of the other Green Belt purposes considered.

Overall Part I Rating:

**Very Low
Function**

3. Chobham

Results of Part 2: Wider Impact Assessment

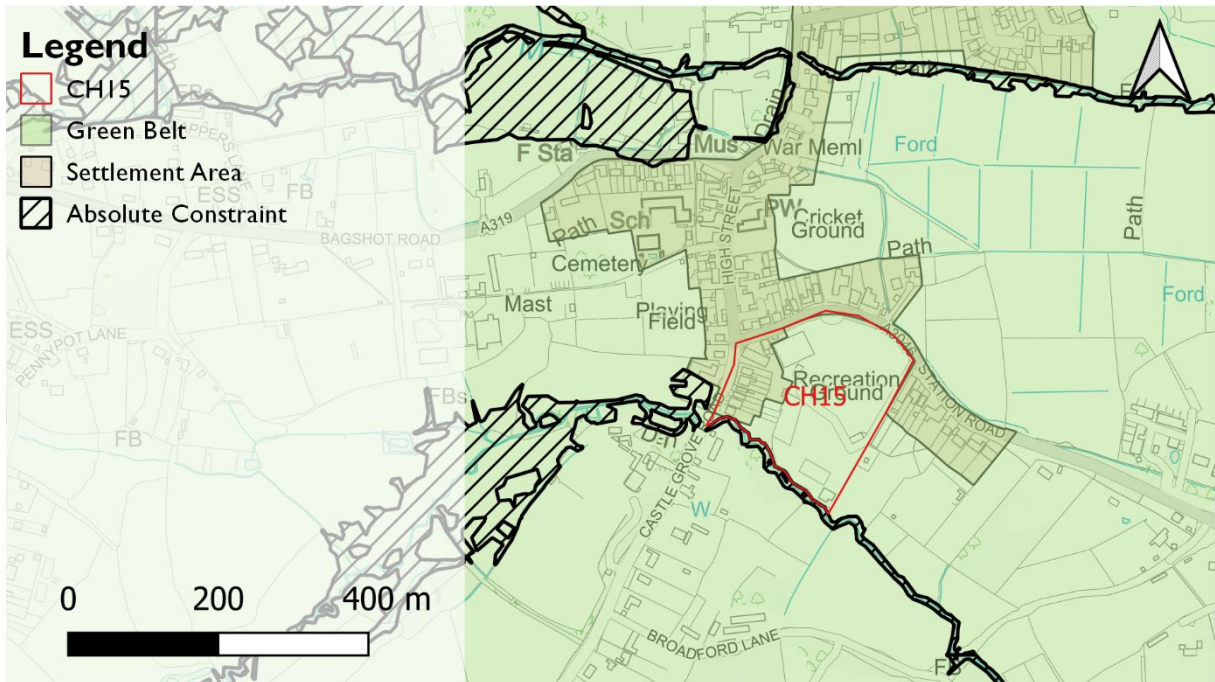
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Parcel CHI4 is already partly developed, but further development in this location would have a containing effect on open Green Belt land to the west. Release here would also relate poorly to the settlement of Chobham. Release of the parcel alongside other parcels (CHI3) would result in increased containment of other Green Belt land beyond the assessment area.

3. Chobham

CHI5: Land at Chobham Recreation Ground



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G56: Land south west of Station Road		
Parcel G56 was not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. The parcel is considered to function moderately to strongly against all other Purposes as a result of its strong countryside character and location, close to the historic settlement of Chobham and within a moderate gap between Chobham and Woking.	P1	No function
	P2	Strong
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5c: Windlebrook and Southern Bourne River Floodplain	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and Woking is moderate at over 2km. The settlements are connected by a number of roads, including Station Road and Castle Grove Road. Along many of these, ribbon development brings a sense of connection to the gap between the settlements. Notwithstanding this, areas of dense woodland, particularly within Woking Borough assist in reading the settlements as separate from each other.</p> <p>The parcel is considered to lie in one of the weaker parts of the settlement gap in between Chobham and Woking, with the parcel undermined by ribbon development both inside and outside of the parcel.</p>	Weak
P3	Whilst the parcel does incorporate open land at the recreation ground, the parcel also accommodates an area of intensive residential and commercial development along the course of Castle Grove Road, in addition to community buildings at the recreation ground itself.	Moderate
P4	Parcel CH15 is considered to play a significant role in enhancing the setting and special character of the historic core of Chobham, accommodating the recreation ground (which falls within the Chobham Village Conservation Area). This provides a break in built development and affords a degree of inter-visibility between the countryside and historic core of the village. The Chobham Village Conservation Area appraisal recognises the inter-visibility between the built up village and open countryside at this point as a particularly valuable vista.	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

3. Chobham

The 2017 Study concluded the parent parcel performed strongly against Purposes 2 and 3; in contrast the current Study concludes that the parcel under consideration performs weakly to moderately in both respects. The difference is attributable to the are of the parcels considered (parcel CH15 represents only a small part of the parent parcel) and the refined methodology used for the current study which places greater weight on urbanising development.

Overall Part I Rating:

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

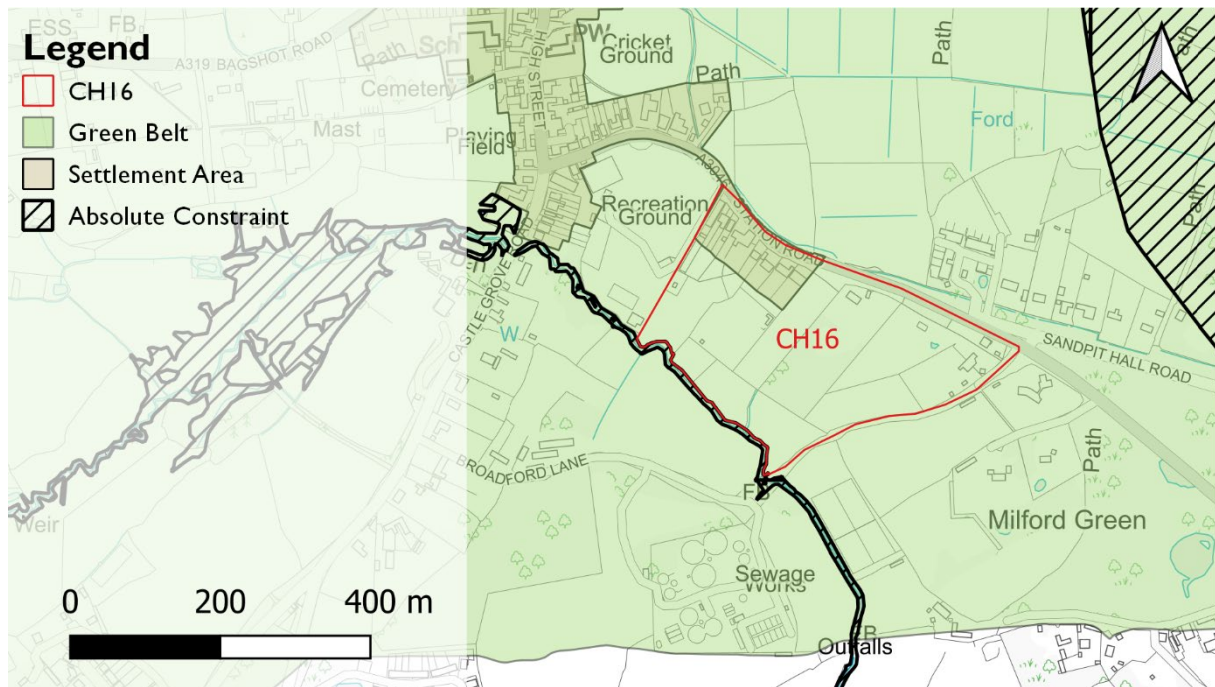
	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Release of land in parcel CH15 would to a degree constitute infill, with the parcel partly bound by development to the west, north and east. The parcel is relatively open to the north, but in this location is largely adjacent to development. The Bourne would provide a robust alternative boundary to the south; potential boundaries are weaker to the south east.

3. Chobham

CHI6: Land south of Station Road and north west of Broadford Lane Path



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G56: Land south west of Station Road		
Parcel G56 was not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. The parcel is considered to function moderately to strongly against all other Purposes as a result of its strong countryside character and location, close to the historic settlement of Chobham and within a moderate gap between Chobham and Woking.	P1	No function
	P2	Strong
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5c: Windlebrook and Southern Bourne River Floodplain ¹⁶	Moderate-high

¹⁶ Part of the land within the Parcel was excluded from the SHLSA

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 316 was assessed within the 2018 Study under reference CHO2.	P1	No function
	P2	No function
	P3	No function
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Chobham and Woking is moderate at circa 2 km the settlements are linked via a number of roads including, in this location, Station Road. Along the course of Station Road there are several areas of extensive but intermittent ribbon and other development, a part of which lies in parcel CHI6. Elsewhere the settlement gap is defined by tree-bordered fields, wooded areas and common land, all limiting the sense of connectivity between the settlements. The ribbon development within CHI6, in addition to other nearby parcels, is detrimental to the overall sense of the gap between Woking and Chobham as the gap is experienced in this location. Loss of openness in this location would not result in the merging, or perception of merging of settlements.	Weak
P3	The parcel largely possesses the characteristics of the countryside and exhibits a significant degree of openness, however a small area of residential development of an intensity not usually expected within the open countryside is situated within the north westernmost part of the parcel.	Moderate

3. Chobham

P4	Parcel CHI6 is considered to play a significant role in enhancing the setting and special character of the historic core of Chobham, lying adjacent to the recreation ground (which falls within the Chobham Village Conservation Area), which provides a break in historic development and affords inter-visibility between the countryside and historic core of the village. The Chobham Village Conservation Area appraisal recognises the inter-visibility between the built up village and open countryside at this point as a particularly valuable vista.	Strong
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified that the parent parcel performed strongly against Purpose 2 and Purpose 3. The current assessment down rates the performance of the parcel against both Purposes to weak/moderate. This reflects adjustments to the assessment methodology which place greater emphasis on urbanising development and connectivity. The 2018 Study focused on a very small area of the current parcel and concluded that the parcel did not function against any purpose. The variation between the findings of the 2018 Study and the current study are considered to arise from the significant difference in the size and characteristics of the parcels assessed.

Overall Part I Rating:

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

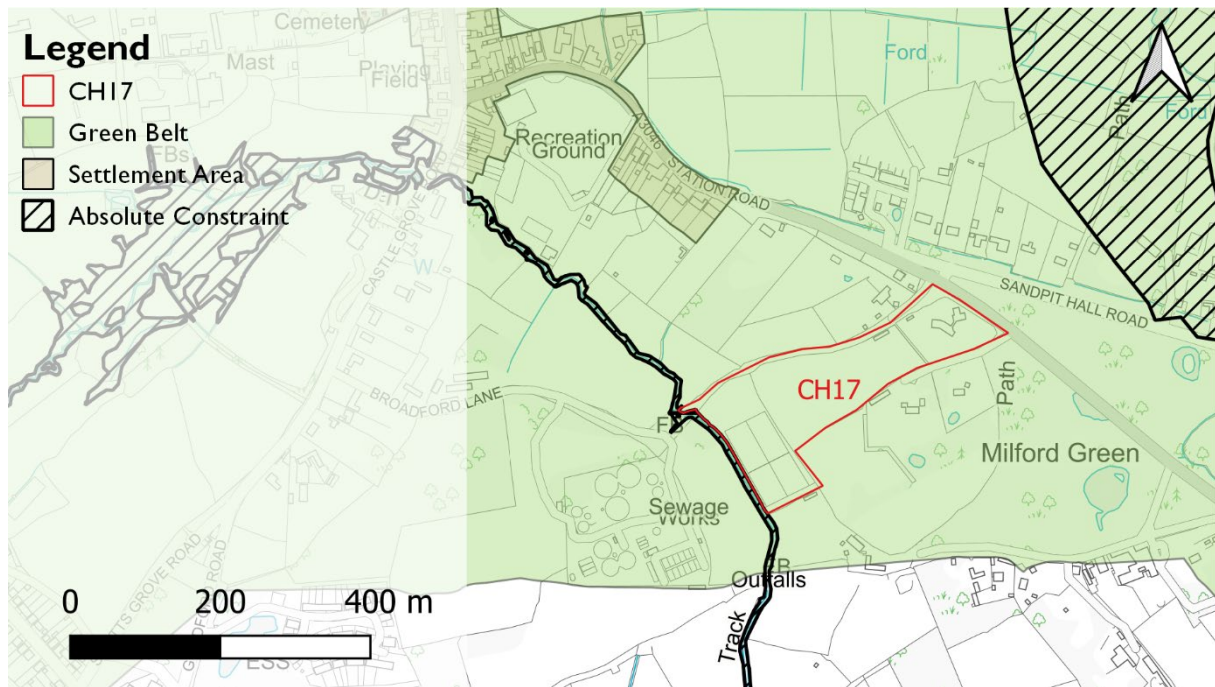
Discussion of Findings:

Development within parcel CHI6 would significantly increase containment of open land within parcel CHI5, although parcel CHI5 is already subject to urbanising features. Release here would also result in increased containment of open land of high sensitivity to the north. Release in conjunction with parcel CHI3 and CHI5 would address some of the risks to the wider Green Belt identified but would not all of the identified issues, resulting in increased containment elsewhere.

3. Chobham

3. Chobham

CH17: Land south of Station Road and south east of Broadford Lane Path



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G56: Land south west of Station Road

Parcel G56 was not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. The parcel is considered to function moderately to strongly against all other Purposes as a result of its strong countryside character and location, close to the historic settlement of Chobham and within a moderate gap between Chobham and Woking.

P1	No function
P2	Strong
P3	Strong
P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5c: Windlebrook and Southern Bourne River Floodplain ¹⁷	Moderate-high

¹⁷ Part of the land within the Parcel was excluded from the SHLSA

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Chobham and Woking is moderate at circa 2 km the settlements are linked via a number of roads including, in this location, Station Road. Along the course of Station Road there are several areas of extensive but intermittent ribbon and other development, a part of which lies in parcel CH16. Elsewhere the settlement gap is defined by tree-bordered fields, wooded areas and common land, all limiting the sense of connectivity between the settlements. The development within CH17, in addition to other nearby parcels and adjoining land, is detrimental to the overall sense of the gap between Woking and Chobham as the gap is experienced in this location. Loss of openness in this location would not on balance result in the merging, or perception of merging of settlements.	Weak
P3	The parcel comprises a large scale detached residential dwelling in open grounds. The parcel generally exhibits the characteristics of the open countryside however development within the parcels sits alongside other comparable types of development on neighbouring land which cumulatively (on balance) gives rise to a degree of urbanising influence uncharacteristic of the open countryside.	Moderate
P4	The parcel lies close to the historic settlement of Chobham, but is separated from the historic core of the settlement and in this location, it is not considered that this parcel contributes in any significant to the special character of the historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

3. Chobham

The 2017 Study identified that the parent parcel performed strongly against Purpose 2 and Purpose 3. The current assessment down rates the performance of the parcel against both Purposes to weak/moderate. This reflects adjustments to the assessment methodology which place greater emphasis on urbanising development and connectivity.

Overall Part I Rating:

**Low Moderate
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

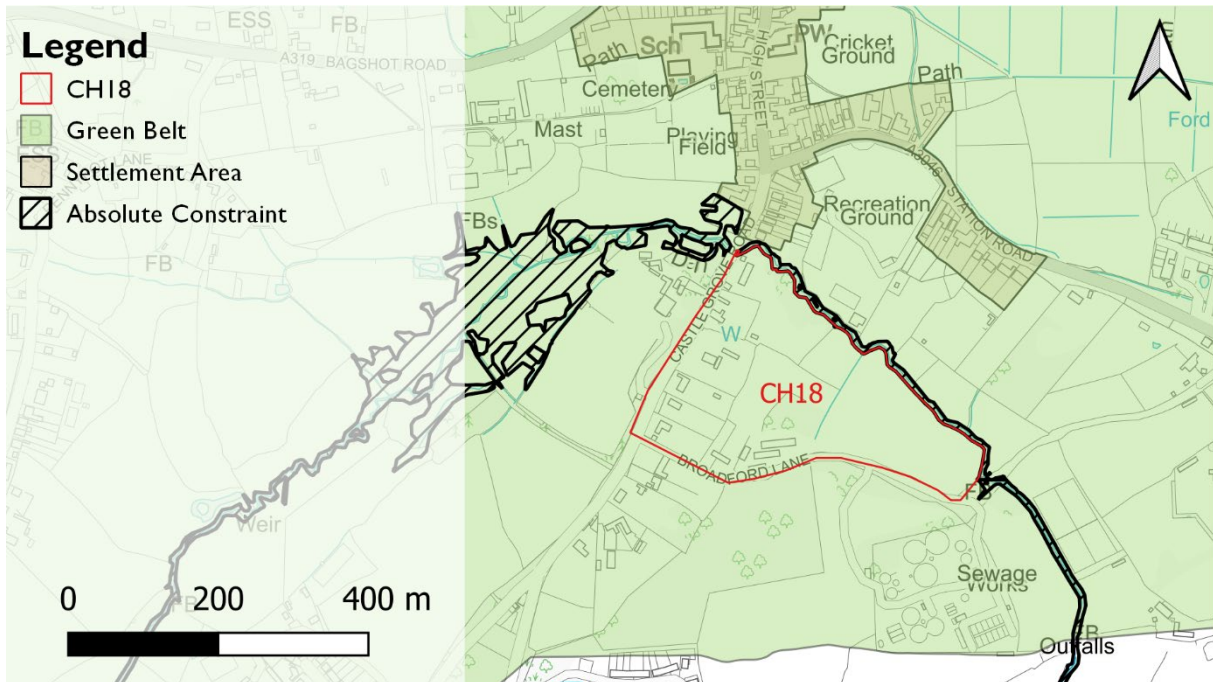
Discussion of Findings:

Whilst development within CHI7 would be generally well contained, it would nonetheless relate poorly to the developed area of Chobham.

If released alongside CHI6, which has a closer relationship with the developed area of Chobham, there is an increased likelihood of containment of land to the north west in parcel CHI5 and to the north.

3. Chobham

CH18: Land south east of Castle Grove Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G57: Land to the south east of Castle Grove Road and to the north of Chobham Lakes		
Parcel G57 was not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. The parcel was considered to function moderately to strongly against Purposes 2 and 3 as a result of its good countryside character and location, preventing development that would result in the merging of the moderate gap between Bisley and Chobham. The parcel was considered peripheral to the historic area of Chobham and as such the parcel is considered to play a weak role in contributing to the character the historic settlement.	P1	No function
	P2	Strong
	P3	Moderate
	P4	Weak

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5c: Windlebrook and Southern Bourne River Floodplain ¹⁸	Moderate-high

¹⁸ Some land within Parcel CH18 was not assessed under the SHLSA

3. Chobham

SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland

Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel is located within a position to influence the perception of the moderate gap between Chobham and Woking. There are no direct routes from Chobham in the north to Woking directly south running through the parcel, and approximately half of the parcel forms part of a modest swathe of open countryside between the settlements. However, Castle Grove Road adjoins the parcel to the north west and connects Chobham less directly with Woking, in addition to Bisley and West End. The gap between Chobham and Bisley/West End is relatively well tree'd, limiting long distance views. However, extensive areas of ribbon development along the course of interconnecting roads brings a sense of connection to the settlements across the gap, rendering the gap relatively fragile. Although the parcel contains a degree of ribbon development in itself, it is not considered to impact upon the experienced gap significantly. Any further loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to significantly undermine the gap.	Strong
P3	The parcel generally exhibits the characteristics of the open countryside, however residential development of an intensity and form (on balance) not usually expected within the countryside is situated within the parcel and influences openness within the parcel to a degree.	Moderate

3. Chobham

P4	The parcel lies adjacent to the historic settlement of Chobham, and at its northern extremity, contains part of the designated Chobham Village Conservation Area. The Conservation Area is generally recognised for its rural village character. In this location, the parcel provides a gateway to the historic settlement, although the gateway is only semi-rural in this location.	Weak
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

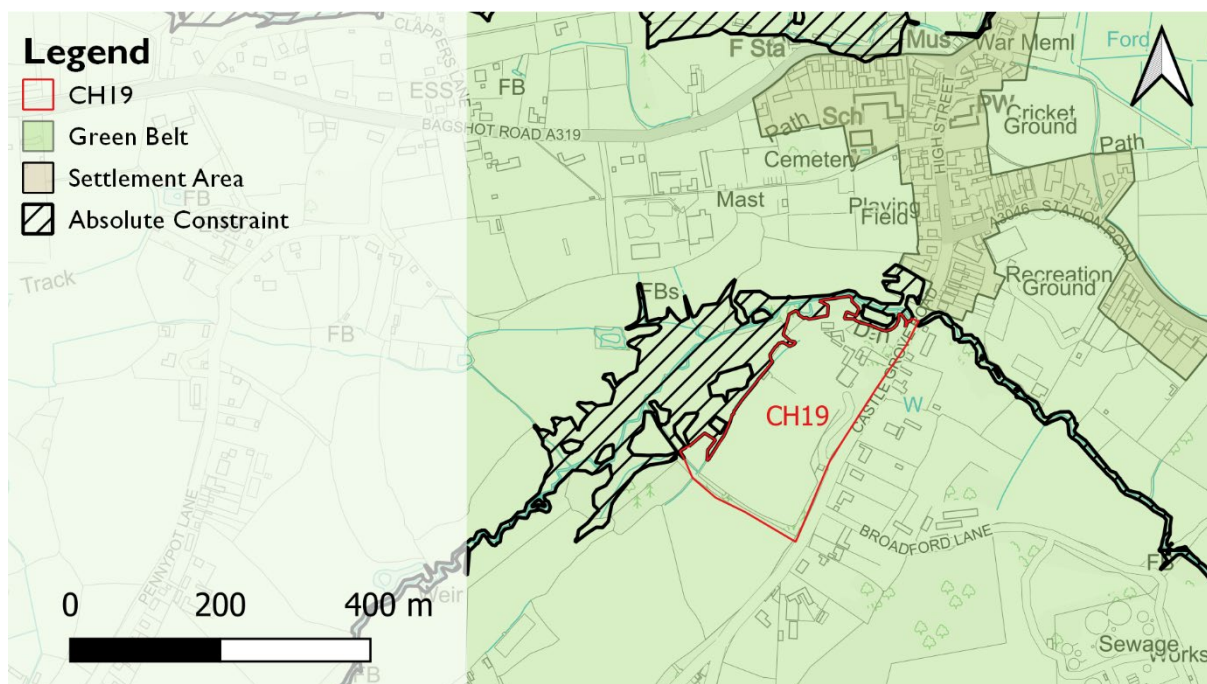
Discussion of Findings:

Development within parcel CH18 would be generally well contained by the landscape in this location, limiting impact upon the wider landscape which is higher sensitivity. There may be a risk of containing land to the north, however this land is partly developed in itself. Wooded field boundaries would generally provide reasonable Green Belt boundaries in this location, but development would increase the sense of connection between the developed area of Chobham to wider ribbon development and make the definition between rural and urban areas harder to distinguish.

Release in conjunction with other land and/or parcels would not address this issue.

3. Chobham

CHI9: Land north west of Castle Grove Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G59a: Land to the north west of Castle Grove Road		
Parcel G59a was not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. Parcel G59a was considered to function strongly to moderately against all 3 remaining Purposes, as a result of its countryside character, relationship with the historic settlement of Chobham and the role played by the parcel in preventing development that would result in the merging of settlements principally at Bisley and Chobham.	P1	No function
	P2	Strong
	P3	Strong
	P4	Moderate

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5c: Windlebrook and Southern Bourne River Floodplain ¹⁹	Moderate-high

¹⁹ Part of the land falling within the Parcel was excluded from the SHLSA Study

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 548 at Broadford was assessed within the 2018 Study under reference CHO8.	P1	No function
	P2	Strong
	P3	Strong
	P4	Strong

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel is located within the gap between Chobham and Bisley/West End. The gap is relatively well tree'd, limiting long distance views. However, extensive areas of ribbon development along the course of interconnecting roads brings a sense of connection to the settlements across the gap, rendering the gap relatively fragile. Any further loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to significantly undermine the gap.	Strong
P3	The parcel comprises a large scale detached residential dwelling with other buildings of rural character in open grounds. The parcel exhibits the characteristics of the open countryside.	Strong
P4	The parcel lies adjacent to the historic settlement of Chobham and the designated Chobham Village Conservation Area. The settlement is generally recognised for its rural village character. In this location, the parcel provides a semi-rural gateway to the historic settlement.	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

3. Chobham

The 2017 Study identifies the parcel as functioning moderately against Purpose 4; in contrast, the findings of the current Study reflects the findings of the 2018 Study, which rates the parcel as performing Strongly. Variation in findings in this respect similarly reflect minor changes to the assessment methodology.

Overall Part I Rating:

**Very High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

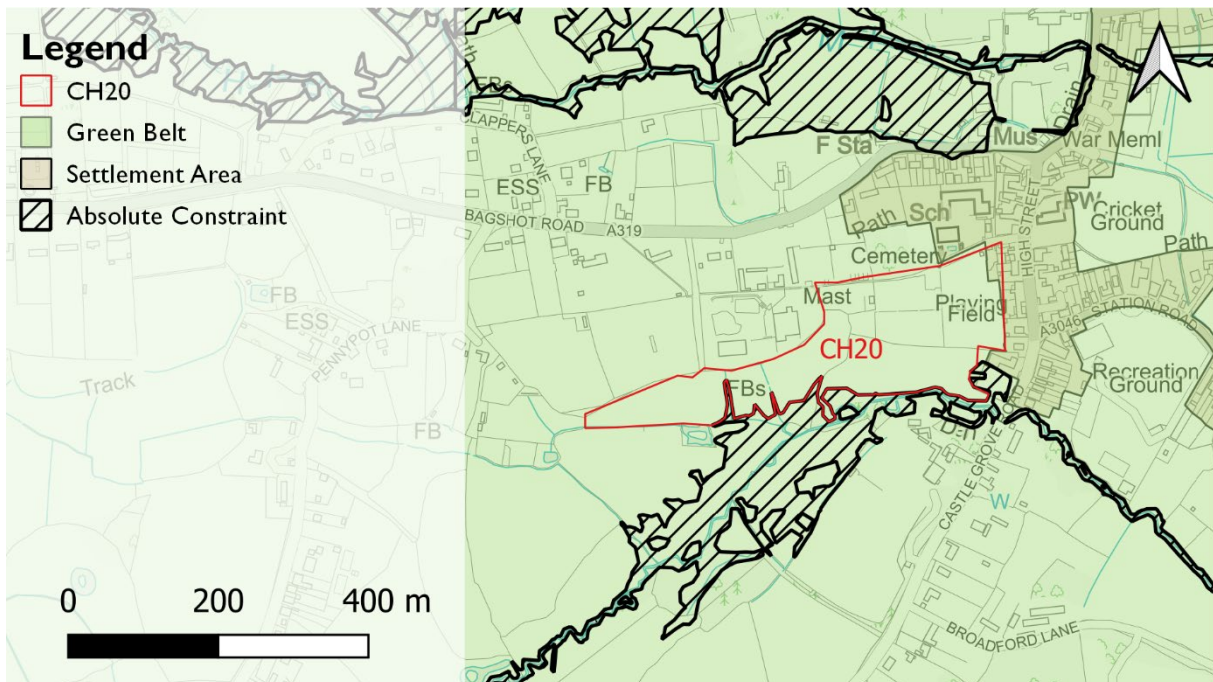
Discussion of Findings:

Development within parcel CHI9 would be generally well contained by the landscape in this location, limiting impact upon the wider landscape which is higher sensitivity. Wooded field boundaries would generally provide reasonable Green Belt boundaries in this location, but development would increase the sense of connection between the developed area of Chobham to wider ribbon development and make the definition between rural and urban areas harder to distinguish.

Release in conjunction with other land and/or parcels would not address this issue.

3. Chobham

CH20: Land west of Castle Grove, north of the Bourne



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G58a: Land to the south of Vicarage Road and to the west of the High Street Chobham		
Parcel G58a was not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. Parcel G58a was considered to function strongly against all 3 remaining Purposes, as a result of its countryside character, relationship with the historic settlement of Chobham and the role played by the parcel in preventing development that would result in the merging of settlements principally at Chobham and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

3. Chobham

SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland²⁰

Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within the gap between Chobham and West End, which is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements. As a result any loss of openness, particularly in the vicinity of the specified highways (aside from on land already subject to significant levels of development such that openness has been lost), is likely to give rise to the appearance of settlements merging. Elsewhere some loss of openness may be accommodated without leading to the merging of settlements.</p> <p>The parcel lies within an area away from the interconnecting highways, although it is noted that the parcel does lie adjacent to a public Right of way which connects the settlements. Taking into account the intervening landscape which ensures that there is no visibility between settlements and the containment provided by the existing settlement, some loss of openness in this location would not result in the perception of the settlements merging.</p>	Moderate

²⁰ Some land within the Parcel was excluded from assessment under the SHLSA

3. Chobham

P3	The parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, being wholly undeveloped. Notwithstanding this, there is some urbanising influence arising from neighbouring land, with part of the parcel contained by development within the existing settlement, to a degree.	Moderate
P4	The parcel lies adjacent to the historic settlement of Chobham with the easternmost part of the parcel falling within the designated Chobham Village Conservation Area. The parcel is considered to play a relatively strong role in enhancing the setting and special character of the historic settlement in this location, with the countryside within parcel CH20 coming into the heart of the historic settlement, along the course of the Bourne.	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel was considered to function strongly against Purposes 2 and 3, whereas the current Study identifies the parcel as performing moderately against these purposes. This is attributable to the increased emphasis placed on containment within the current Study, in addition to the spatial characteristics of the smaller parcel considered under the current Study.

Overall Part I Rating:

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

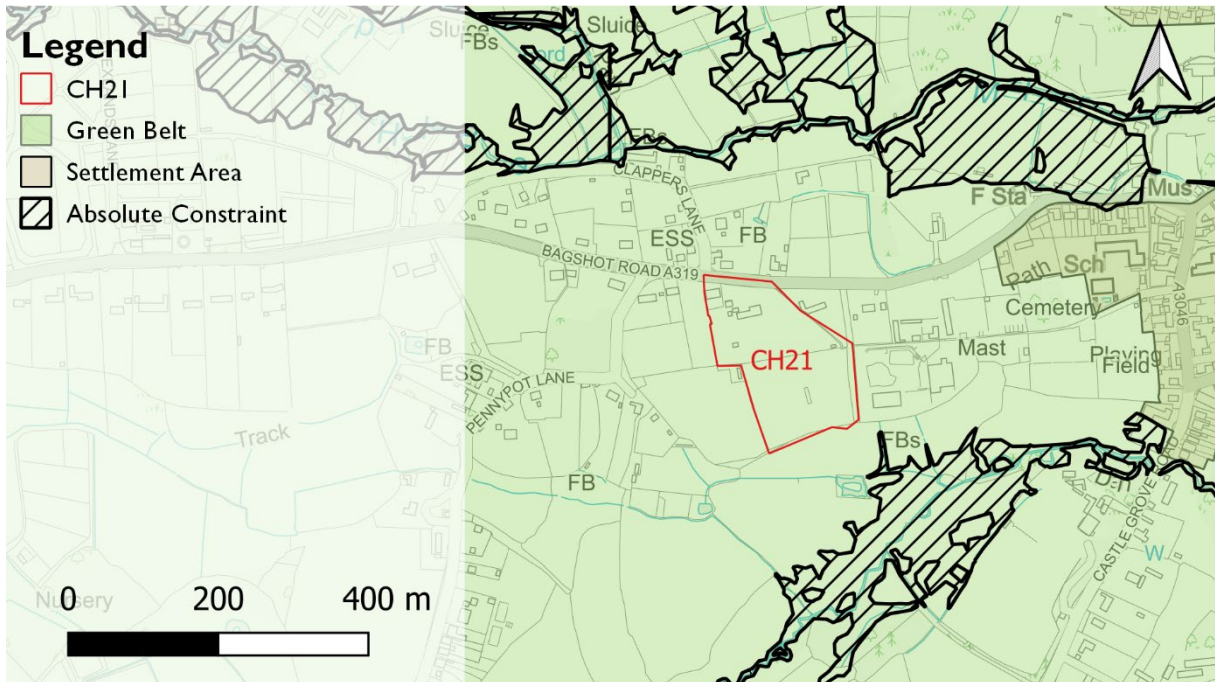
If released individually, the parcel would result in containment of land to the north, however this land is already developed to a degree. The landscape would contain development in this location relatively well. In most areas, reasonable Green Belt boundaries could be defined.

3. Chobham

Release alongside other Green Belt land to the north and south is likely to increase issues of containment.

3. Chobham

CH21: Land south of Vicarage Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G58a: Land to the south of Vicarage Road and to the west of the High Street Chobham		
Parcel G58a was not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. Parcel G58a was considered to function strongly against all 3 remaining Purposes, as a result of its countryside character, relationship with the historic settlement of Chobham and the role played by the parcel in preventing development that would result in the merging of settlements principally at Chobham and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	<p>The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.</p>	No function
P2	<p>The parcel lies within the gap between Chobham and West End, which is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements. As a result any loss of openness, particularly in the vicinity of the specified highways (aside from on land already subject to significant levels of development such that openness has been lost), is likely to give rise to the appearance of settlements merging. Elsewhere some loss of openness may be accommodated without leading to the merging of settlements.</p> <p>The parcel is located adjacent to Bagshot Road and already accommodates a detached dwelling, however a good degree of openness remains. Further loss of openness within the parcel would be likely to further undermine the fragile gap.</p>	Strong
P3	<p>The parcel possesses the characteristics of the open countryside with development limited to a single residential dwelling.</p>	Strong
P4	<p>The parcel lies adjacent to the historic settlement of Chobham and provides a rural approach to the settlement, although development between the parcel and the settlement limits the capacity of the parcel to contribute significantly to Purpose 4.</p>	Moderate

3. Chobham

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the parent parcel was considered to function Strongly against Purpose 4; in contrast, the current Study identifies the parcel as functioning moderately. This is a result of the differing spatial characteristics of the parcels (the parent parcel covered a far broader area with a closer relationship to the historic core).

Overall Part I Rating:

Very High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

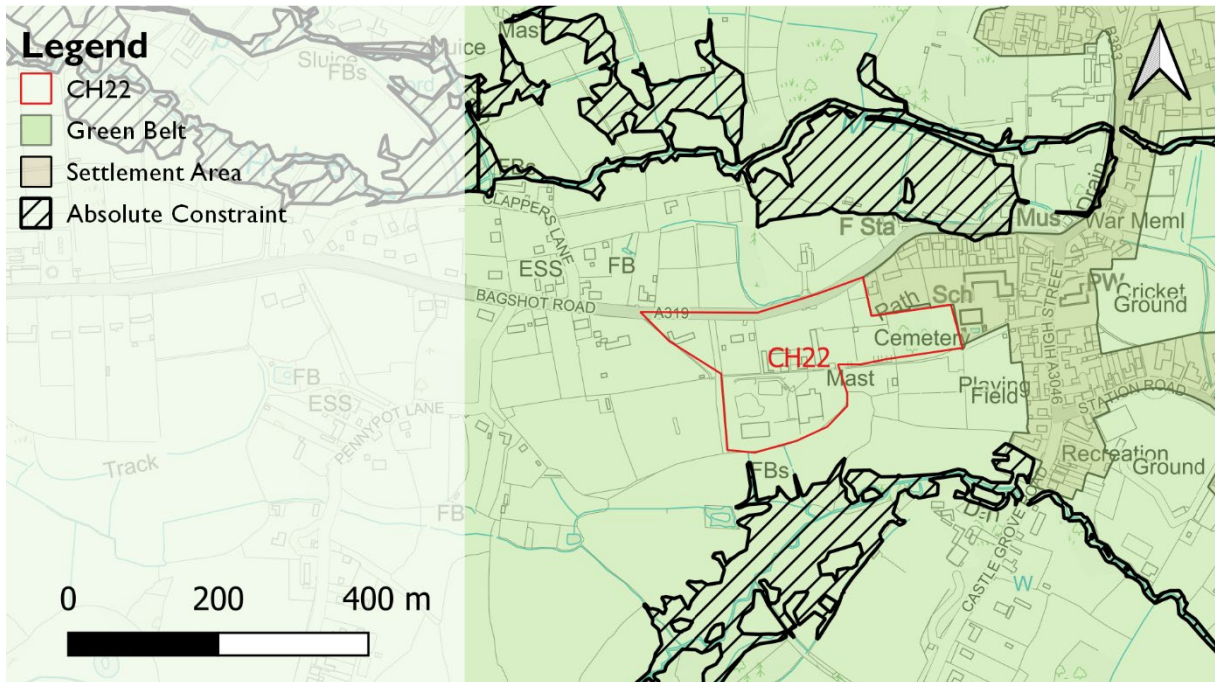
Discussion of Findings:

Whilst development within CH23 would be relatively poorly contained to the west and would relate poorly to the developed area of Chobham, relating instead with ribbon and dispersed development to the east. This would render rural and urban areas less discernible from each other.

It is not envisaged that release alongside other Green Belt land would reduce risk to the wider Green Belt.

3. Chobham

CH22: Land at Chobham Farm Park



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G58b: Land to the south of Vicarage Road and to the west of the High Street Chobham		
Parcel G58b was not considered to function against any of the assessed Purposes of the Green Belt, owing to its developed characteristics.	P1	No function
	P2	No function
	P3	No function
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
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3. Chobham

SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland²¹

Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within the gap between Chobham and West End, which is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements. As a result any loss of openness, particularly in the vicinity of the specified highways (aside from on land already subject to significant levels of development such that openness has been lost), is likely to give rise to the appearance of settlements merging. Elsewhere some loss of openness may be accommodated without leading to the merging of settlements.</p> <p>The parcel is located adjacent to Bagshot Road and already accommodates a degree of development, however spaces remain between buildings and there is still a notable sense of openness within the parcel. Taking this into account, on balance, it is considered that further loss of openness in this location would likely contribute to the sense of settlements merging.</p>	Strong

²¹ Part of the land within the Parcel was excluded from assessment within the SHLSA

3. Chobham

P3	Some areas of parcel CH22 are extensively developed, with large areas of hardstanding and 1-2 storey high buildings. Cumulatively this is urbanising in character, however development in areas of the parcel remains open textured and the easternmost part of the parcel accommodates a cemetery. As a result the parcel is considered to function moderately against Purpose 3, on balance.	Moderate
P4	Parcel CH22 falls within the defined settlement area of Chobham, however the nature of development within the parcel limits the capacity of the parcel to contribute to Purpose 4.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel, which was larger and incorporated parts of the densely developed settlement area of Chobham, was identified as having no function against the Purposes of the Green Belt. It is considered that the assessment was based on an erroneous assessment of openness. Whilst openness has been notably compromised in the easternmost part of the parcel, the westernmost part of the parcel, whilst relatively heavily developed, still retained, and retains a degree of openness, particularly around the cemetery and between buildings in the westernmost part of the parcel. It is considered that the 2017 Study should have rated the parcel as having a weak (on balance) function against Purpose 3 overall. This Study gives the current parcel a Strong rating against Purpose 2 and a Moderate rating against Purpose 3. Notwithstanding the errors identified, differences in the Purpose 2 rating are considered to be resultant from adjustments to the methodology used in the current Study.

Overall Part I Rating:

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk ²²
If released in conjunction with adjoining parcels	N/A

²² On balance

3. Chobham

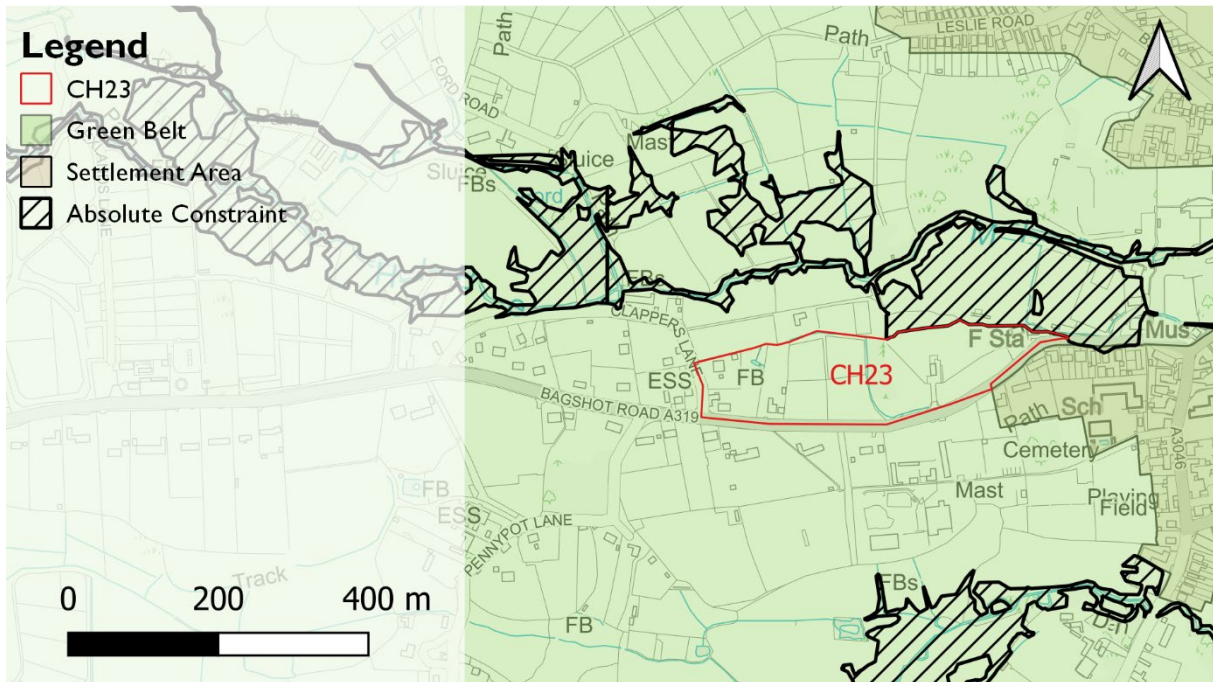
Discussion of Findings:

An increase in built development in this location would result in increased containment of open land to the south east, south and (to a degree) the south west, in addition to having a more urbanising influence on open land to the adjacent side of the A319. Although the parcel is well contained in some areas, it is open in others. Field boundaries would provide Green Belt boundaries in this location, although in some areas these are of limited strength.

Release with adjacent land is unlikely to reduce the risk to the wider Green Belt, with containment of open Green Belt land still likely to result.

3. Chobham

CH23: Land north of Vicarage Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G38: Land south of the Bourne, west of the High Street and east of Halebourne Lane		
Parcel G38 was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was considered to function strongly against Purposes 2, 3 and 4 however, owing to its open countryside character and location between Chobham and West End/Lightwater and Chobham, in close proximity to the historic area of Chobham.	P1	No function
	P2	Strong
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland ²³	Moderate

²³ Part of the land within the Parcel was excluded from assessment within the SHLSA

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	<p>The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.</p>	No function
P2	<p>The parcel lies within the gap between Chobham and West End/Lightwater, which is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements. As a result any loss of openness, particularly in the vicinity of the specified highways (aside from on land already subject to significant levels of development such that openness has been lost), is likely to give rise to the appearance of settlements merging. Elsewhere some loss of openness may be accommodated without leading to the merging of settlements.</p> <p>The parcel is located adjacent to Bagshot Road and already accommodates a small degree of residential development, however the parcel is otherwise open in character. Further loss of openness within the parcel would be likely to further undermine the fragile gap.</p>	Strong
P3	<p>The parcel possesses the characteristics of the open countryside with an absence of build form.</p>	Strong

3. Chobham

P4	The parcel lies close to the historic settlement of Chobham, and the openness and countryside character of the parcel is considered to make a positive contribution towards the historic settlement, contributing to the sense of a rural gateway to the settlement.	Strong
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

**Very High
Function**

Results of Part 2: Wider Impact Assessment

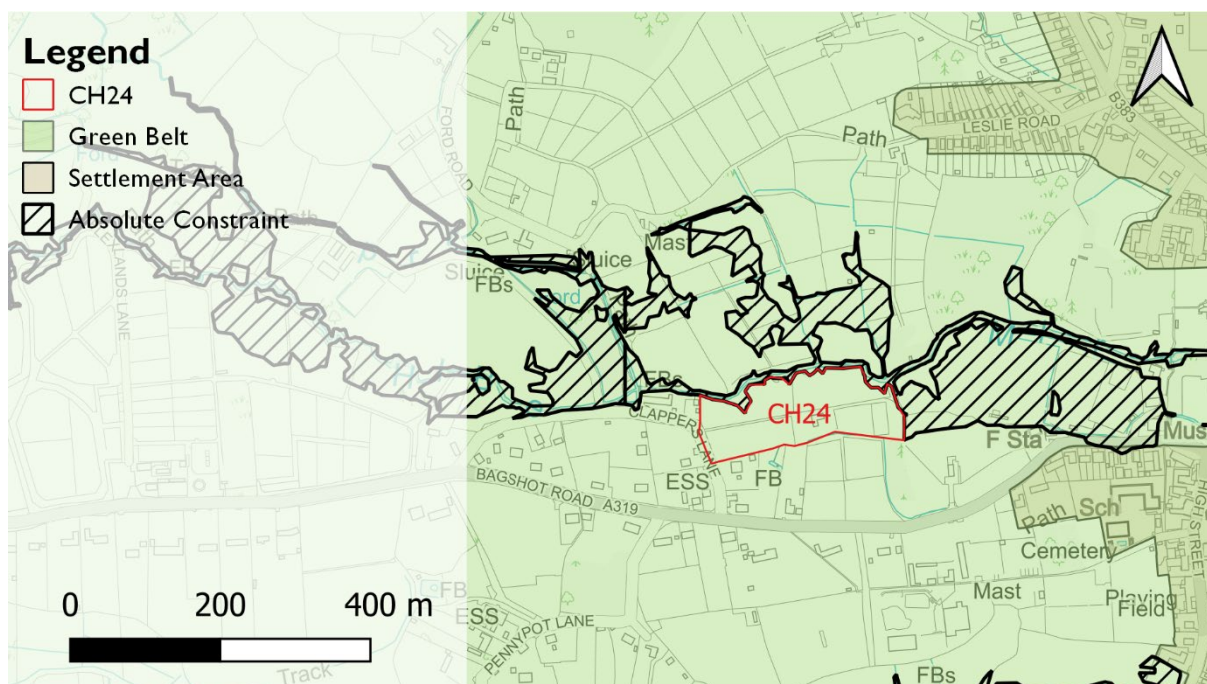
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Whilst development within CH23 would be well contained, it would nonetheless relate poorly to the developed area of Chobham and would relate more closely with ribbon and dispersed development to the east, which would render rural and urban areas less discernible from each other. Development would increase containment of open Green Belt land to the north. It is not envisaged that release alongside other Green Belt land would reduce risk to the wider Green Belt.

3. Chobham

CH24: Land south of the Millbourne, east of Clappers Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G38: Land south of the Bourne, west of the High Street and east of Halebourne Lane

Parcel G38 was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was considered to function strongly against Purposes 2, 3 and 4 however, owing to its open countryside character and location between Chobham and West End/Lightwater and Chobham, in close proximity to the historic area of Chobham.

P1	No function
P2	Strong
P3	Strong
P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within the gap between Chobham and Lightwater, which is relatively broad at circa 3km. The settlements are indirectly connected across a relatively flat landscape by the A319 Bagshot Road and a series of minor roads, footpaths and bridleways. To the south of the gap in the vicinity of the A319, the gap has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements. However, further northward the gap is relatively open, comprising open fields and blocks of trees which provides a strong visual break between the settlements. The parcel lies within an area close to the A319, in a location where the gap is fragile; loss of openness within this location would risk the perception of the settlements merging.	Strong
P3	The parcel possesses the characteristics of the open countryside, with no notable built forms.	Strong
P4	The parcel is separated from the historic core of Chobham.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the extensive parent parcel was identified as functioning strongly against Purpose 4, having had a close spatial relationship with the historic settlement. Under the current Study, the parcel is assessed as having no function against Purpose 4, as the parcel is some distance from the historic settlement.

3. Chobham

Overall Part 1 Rating:	High Function
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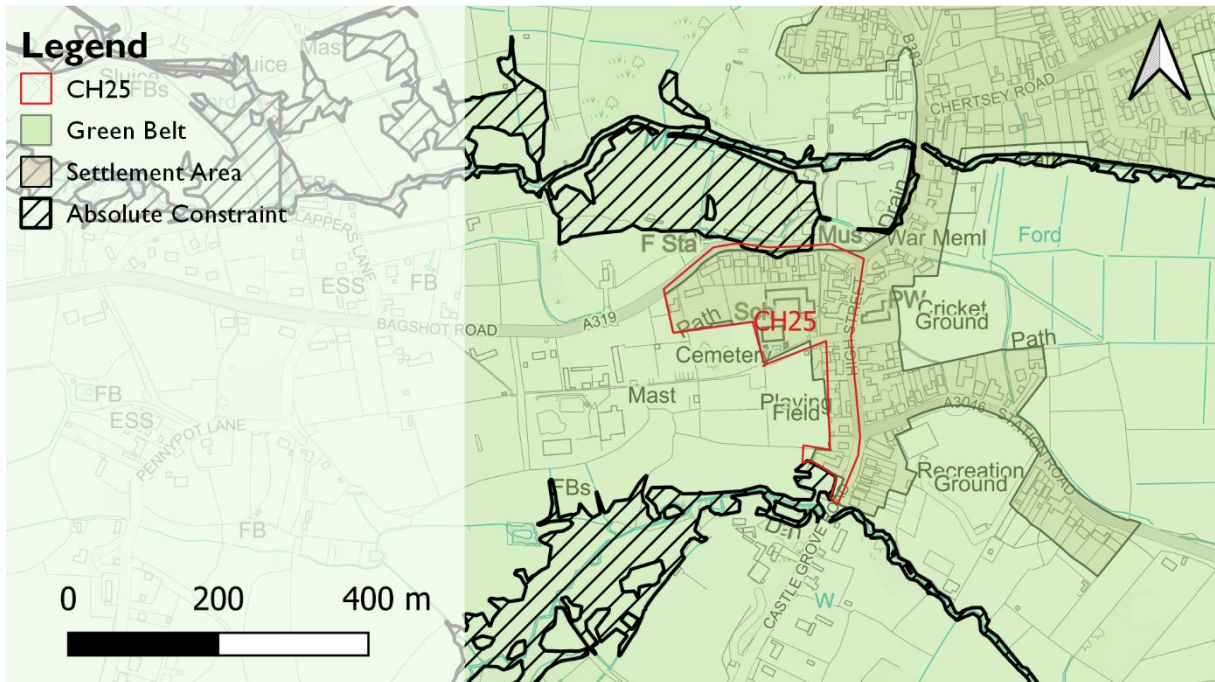
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>Whilst development within CH24 would be well contained, it would nonetheless relate poorly to the developed area of Chobham and would relate more closely with ribbon and dispersed development to the east, which would render rural and urban areas less discernible from each other.</p> <p>If released alongside CH23, containment of sensitive Green Belt land to the north would arise and concerns in respect to connectivity with ribbon and dispersed development along the course of the A319 would remain.</p>

3. Chobham

CH25: Land west of the High Street, south of Bagshot Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G58b: Land to the south of Vicarage Road and to the west of the High Street Chobham		
Parcel G58 was not considered to function against any of the Green Belt purposes assessed.	P1	No function
	P2	No function
	P3	No function
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – not assessed under the SHLSA	

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CH2 is wholly developed, with the cumulative effect of this development urbanising. Openness has been lost within the parcel.	No function
P4	Parcel CH25 falls within the defined settlement area of Chobham, however openness has been lost within the parcel and as a result, the Green Belt within CH25 makes no notable contribution to Purpose 4.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

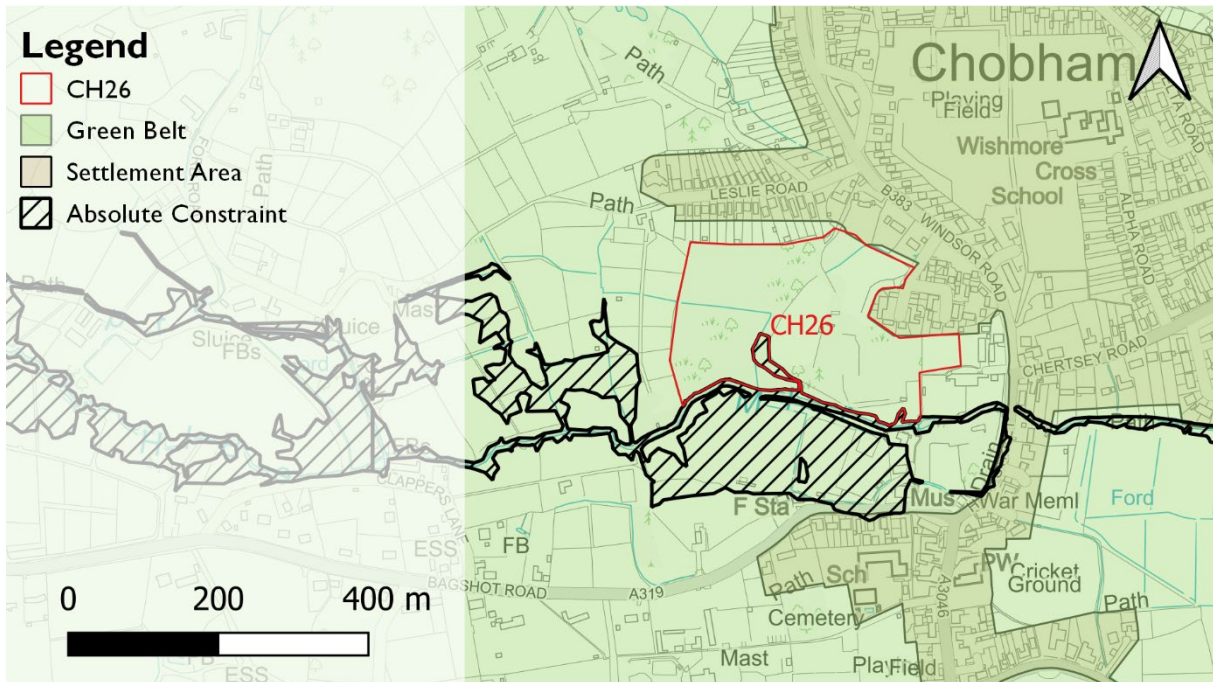
3. Chobham

Discussion of Findings:

Land within the parcel is already developed.
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3. Chobham

CH26: Land west of Windsor Road, south of Leslie Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

Land to the south of the Windlesham Road and to the west of the Windsor Road		
Parcel G37a was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was however considered to provide part of the historic setting of the historic settlement of Chobham. Parcel G37a was considered to function moderately to strongly against Purposes 2 and 3 .	P1	No function
	P2	Moderate
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

Yes - SLAA sites 546 and 597 were assessed under the 2018 Study under references CHO7 and CHO9.	P1	N/A
	P2	Moderate (CHO7)
		Weak (CHO9)
	P3	Strong
	P4	Strong

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within the gap between Chobham and Lightwater, which is relatively broad at circa 3km. The settlements are indirectly connected across a relatively flat landscape by the A319 Bagshot Road and a series of minor roads, footpaths and bridleways. To the south of the gap in the vicinity of the A319, the gap has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements. However, further northward the gap is relatively open, comprising open fields and blocks of trees which provides a strong visual break between the settlements. The parcel lies within an area away from the A319 and interconnecting footpaths, in a location where the gap between settlements is broad and robust. It is also noted that open land is partly contained by the existing settlement, although its wooded character limits the impact of this containment to a degree. As a result, it is not envisaged that loss of openness in this location would result in the merging of settlements.	Weak
P3	On balance, the parcel is considered to perform strongly against Purpose 3; the parcel possesses the characteristics of the open countryside. The parcel is extensively contained by the settlement, however the wooded nature of the parcel limits the impact of this containment.	Strong

3. Chobham

P4	The parcel lies adjacent to the historic settlement of Chobham and incorporates part of the Chobham Village Conservation Area. The parcel is considered to make a very strong contribution to the setting and special character of the settlement, with the rural parcel projecting in to the heart of the historic settlement.	Strong
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the parent parcel, which covered an extensive area, was rated as performing moderately against Purpose 2. The 2018 Study rates land within the parcel as weak to moderate in respect of Purpose 2. The current Study aligns closer with the findings of the 2018 Study, rating the parcel as functioning weakly. The variation against the findings of the 2017 Study are attributed to the spatial characteristics of the smaller parcel under consideration.

Overall Part I Rating:

High Function

Results of Part 2: Wider Impact Assessment

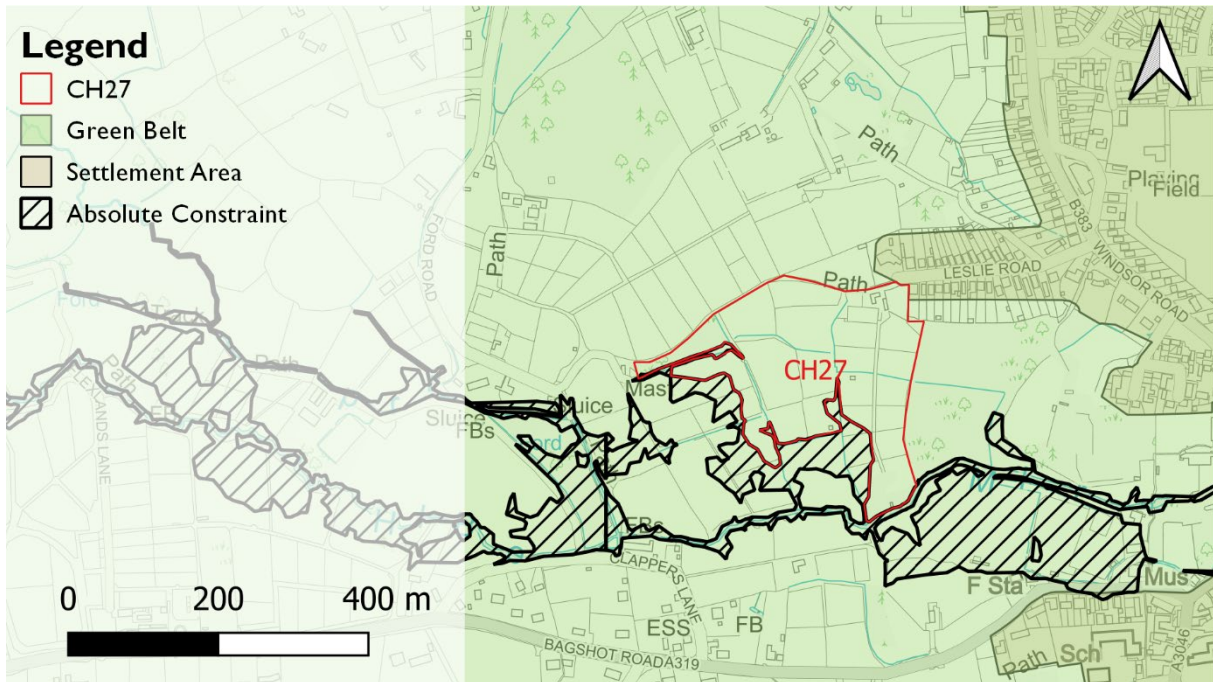
	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Release of land in parcel CH26 could be considered as infill, given that development already bounds the site to the north and east. Wooded field boundaries would provide reasonable Green Belt boundaries in this location, however, release here would undoubtedly contain open land to the south, within an area of higher landscape sensitivity.

3. Chobham

CH27: Land to the north of the Millbourne



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G37a: Land to the south of the Windlesham Road and to the west of the Windsor Road		
Parcel G37a was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was however considered to provide part of the historic setting of the historic settlement of Chobham. Parcel G37a was considered to function moderately to strongly against Purposes 2 and 3.	P1	No function
	P2	Moderate
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within the gap between Chobham and Lightwater, which is relatively broad at circa 3km. The settlements are indirectly connected across a relatively flat landscape by the A319 Bagshot Road and a series of minor roads, footpaths and bridleways. To the south of the gap in the vicinity of the A319, the gap has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements. However, further northward the gap is relatively open, comprising open fields and blocks of trees which provides a strong visual break between the settlements.</p> <p>The parcel lies within an area away from the A319 and interconnecting footpaths, in a location where the gap between settlements is broad and robust. Some loss of openness could occur within the parcel, however the general extent of the gap in this location should be maintained.</p>	Moderate
P3	The parcel is considered to possess the characteristics of the open countryside, comprising open fields and a farm complex with scattered residential dwellings.	Strong
P4	The parcel provides a rural gateway to the settlement of Chobham in the vicinity of footpaths to the west of the settlement.	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

3. Chobham

Overall Part 1 Rating:	Very High Function
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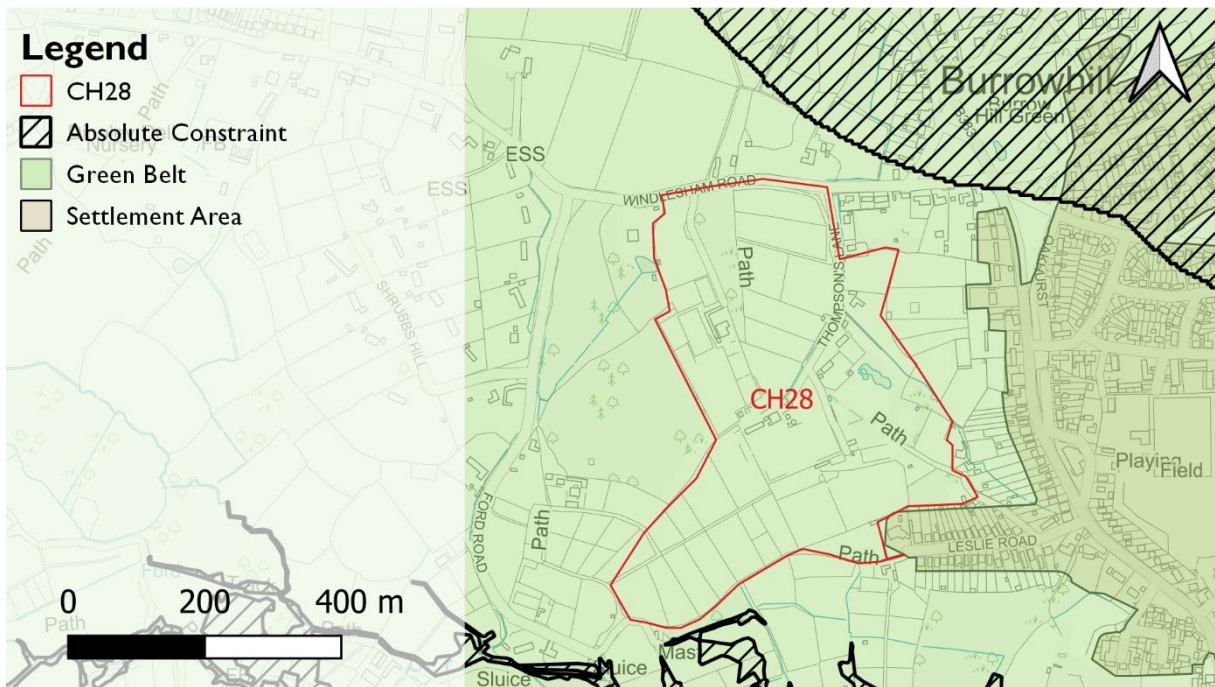
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>Release of parcel CH27 would relate relatively poorly to the developed area of Chobham and increase containment of open Green Belt land to the north and south west. It would also completely contain land to the east, which although wooded, would be surrounded on three sides by development. Robust Green Belt boundaries would be challenging to identify to the north of the parcel in particular.</p> <p>If released alongside other parcels, issues in respect of containment would not be addressed appropriately.</p>

3. Chobham

CH28: Land north of Leslie Road at Leslie Farm and Burrow Hill Nurseries



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G37a: Land to the south of the Windlesham Road and to the west of the Windsor Road		
Parcel G37a was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was however considered to provide part of the historic setting of the historic settlement of Chobham. Parcel G37a was considered to function moderately to strongly against Purposes 2 and 3 .	P1	No function
	P2	Moderate
	P3	Strong
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland ²⁴	Moderate

²⁴ Part of the land within the Parcel was excluded from assessment within the SHLSA

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within a position to influence the sense of the gap between Chobham and Windlesham, which is moderate to broad at circa 2.8km, by virtue of its location adjoining the interconnecting highway. The main highway connecting the settlements in this location is characterised by intermittent and in some areas extensive ribbon development (particularly projecting north west from Chobham), giving parts of the gap a relatively settled appearance. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements, rendering the gap fragile.</p> <p>As a result any loss of openness, particularly in the vicinity of the inter connecting roads (aside from on land already subject to significant levels of development such that openness has been lost), is likely to give rise to the appearance of settlements merging. Elsewhere some loss of openness may be accommodated without leading to the merging of settlements.</p> <p>Parcel CH28 is located adjacent to the interconnecting highway and is open in character. Further loss of openness within the parcel would be likely to further undermine the fragile gap. It is also noted that the parcel is located within the gap between Chobham and Windlesham, however there is a sense that the Land parcel is 'cut off' from the strongest part of the settlement gap by an area of residential development outside of the parcel.</p>	Strong
P3	The parcel is considered to possess the characteristics of the open countryside, comprising open fields and a farm complex with scattered residential dwellings.	Strong

3. Chobham

P4	The parcel lies adjacent to the historic settlement of Chobham, and provides a rural gateway to the settlement, both at Burrow Hill and in the vicinity of footpaths to the west of the settlement.	Strong
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the parent parcel was identified as functioning moderately against Purpose 2, however under the current Study the parcel is identified as functioning Strongly. This reflects updates to the methodology relating to how settlement gaps have been addressed.

Overall Part I Rating:

Very High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

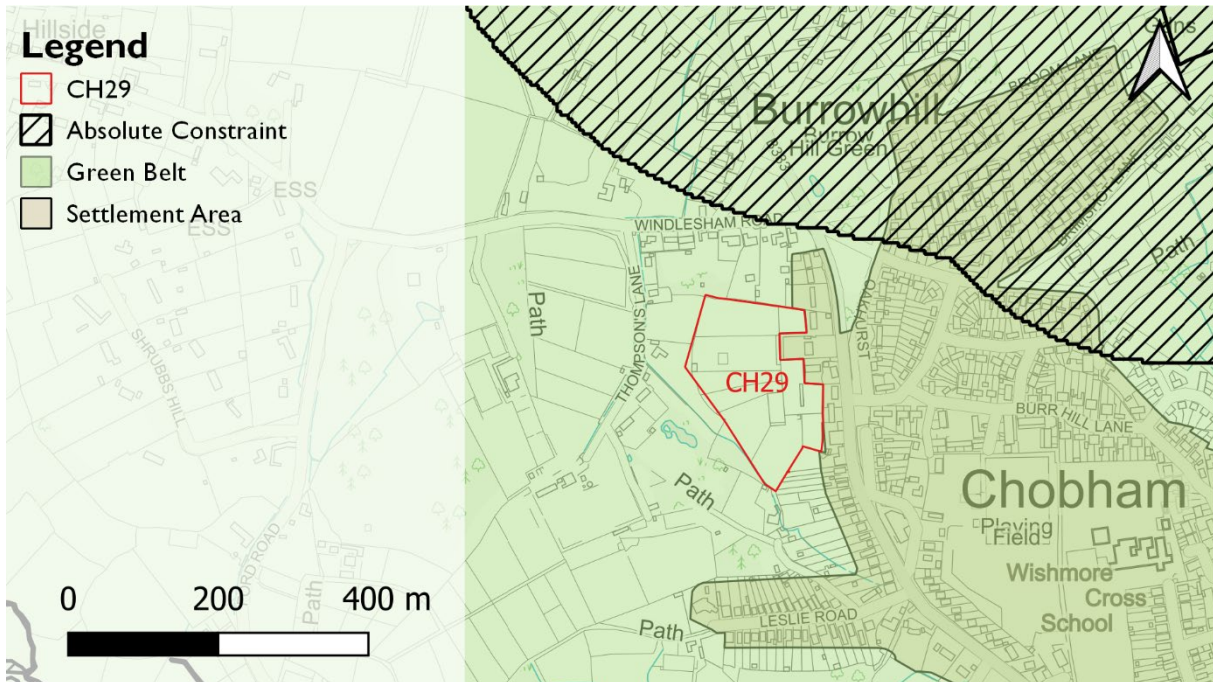
Discussion of Findings:

Development within parcel CH28 would result in increased containment of open Green Belt land to the south (which falls within an area of higher landscape sensitivity) and to the east. Although there are a range of landscape features within and adjoining the parcel which have capacity to act as robust boundary features, development adjacent to Windlesham Road would effectively conjoin with existing ribbon development along that Road, making the rural and urban areas less discernible from each other.

Release of the parcel alongside CH27 and CH29 would not address concerns in respect of containment of open Green Belt land.

3. Chobham

CH29: Land south of Windlesham Road and west of Windsor Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G37b: Land to the south of the Windlesham Road and to the west of the Windsor Road		
Parcel G37b was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was however considered to provide part of the historic setting of the historic settlement of Chobham. Parcel G37b was considered to have very limited function against Purposes 2 and 3, with development compromising openness along key routes between settlements.	P1	No function
	P2	No function
	P3	Weak
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7b: Windlesham to Knaphill Settled and Wooded Sandy Farmland ²⁵	Moderate

²⁵ Part of the land within the Parcel was excluded from assessment within the SHLSA

3. Chobham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within the gap between Chobham and Lightwater, which is relatively broad at circa 3km. The settlements are indirectly connected across a relatively flat landscape by the A319 Bagshot Road and a series of minor roads, footpaths and bridleways. To the south of the gap in the vicinity of the A319, the gap has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements. However, further northward the gap is relatively open, comprising open fields and blocks of trees which provides a strong visual break between the settlements. The parcel lies within an area away from the A319 and interconnecting footpaths, in a location where the gap between settlements is broad. Taking into account the nature and extent of the gap in this location, in addition to the containment of the parcel arising from the adjoining settlement, it is not envisaged that loss of openness in this location would result in the merging of settlements.	Weak
P3	The parcel possesses the characteristics of the open countryside. Urbanising influence arising from the settlement area of Chobham is generally limited in this location.	Strong
P4	The parcel lies adjacent to the historic settlement of Chobham, and provides part of a rural gateway to the settlement, both at Burrow Hill and in the vicinity of footpaths to the west of the settlement.	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

3. Chobham

Under the 2017 Study the parent parcel, which comprised part of the settlement area of Chobham, was identified as functioning weakly against Purpose 3 and having no function against Purpose 2. In contrast, the current parcel, which excludes the developed part of the settlement of Chobham, was identified as functioning weakly against Purpose 2 and strongly against Purpose 3. This is attributed principally to the difference in the spatial characteristics between the parcels.

Overall Part I Rating:

High Function

Results of Part 2: Wider Impact Assessment

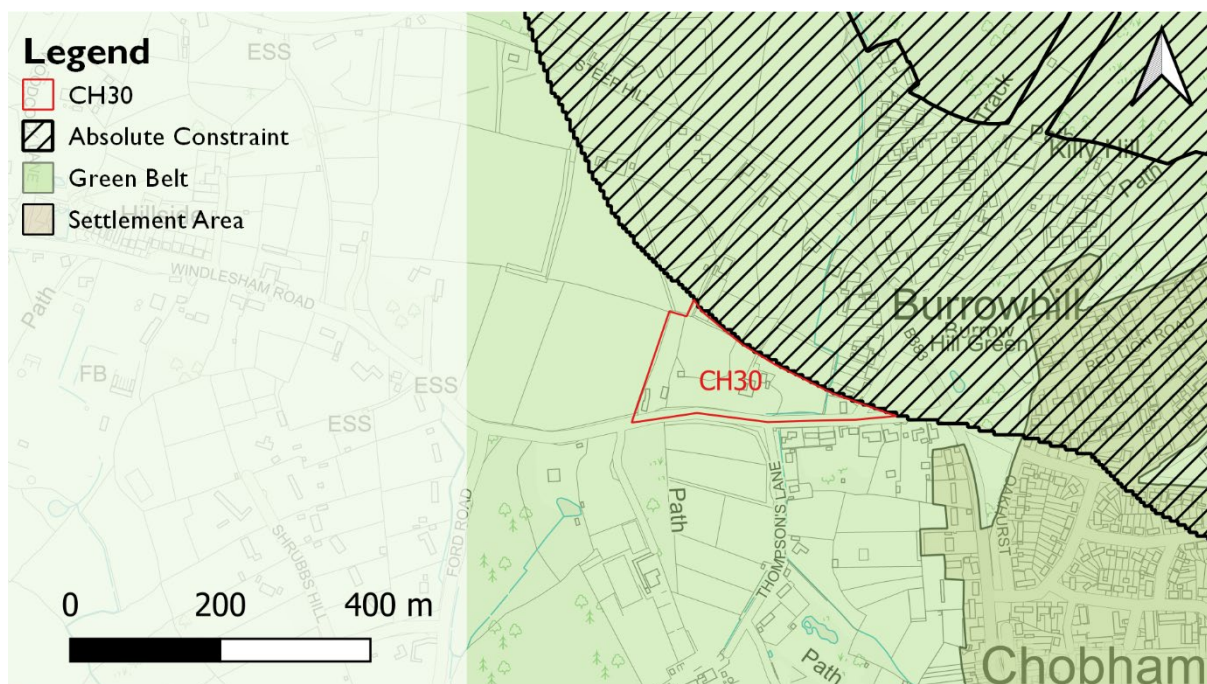
	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Development within parcel CH29 would effectively be infill, with the parcel already enclosed by a notable degree of built form. Wooded field boundaries would provide a robust Green Belt boundary in this location.

3. Chobham

CH30: Land north of Windlesham Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G34: Land between Windlesham Road and Steep Hill

Parcel G34 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and the historic parts of identified historic settlements. Parcel G34 was considered to function strongly against Purpose 3 as a result of its generally open, countryside character. The parcel was however considered to function weakly against Purpose 2 (on balance) as a result of the impact of ribbon development.

P1	No function
P2	Weak
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – not assessed within the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and Windlesham is moderate to broad at circa 2.8km. The settlements are connected across a relatively flat landscape by roads which are characterised by intermittent and in some areas extensive ribbon development (particularly projecting north west from Chobham), giving parts of the gap a relatively settled appearance. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements, rendering the gap fragile.</p> <p>As a result any loss of openness, particularly in the vicinity of the inter connecting roads (aside from on land already subject to significant levels of development such that openness has been lost), is likely to give rise to the appearance of settlements merging. Elsewhere some loss of openness may be accommodated without leading to the merging of settlements.</p> <p>Parcel CH30 is located adjacent to the interconnecting highway and already accommodates a degree of residential development, however openness generally remains. Further loss of openness within the parcel would be likely to further undermine the fragile gap.</p>	Strong
P3	The parcel generally possesses the characteristics of the countryside, comprising open land and a small degree of residential development which is, on balance, considered to be characteristic of the countryside.	Strong
P4	The parcel lies adjacent to the historic settlement of Chobham, and provides a rural gateway to the settlement, at Burrow Hill.	Strong

3. Chobham

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the extensive parent parcel was considered to function weakly against Purpose 2. In contrast the current Study identifies the parcel as functioning strongly against Purpose 2. This difference is considered to arise as a result of the more nuanced approach taken to settlement gaps in the current methodology and the spatial characteristics of the parcel. The 2017 Study also indicated that the parent parcel did not function against Purpose 4. This approach neglected to give full weight to Burrowhill as a historic part of the settlement, which is a matter rectified through the current Study.

Overall Part I Rating:

**Very High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [CH28]	N/A

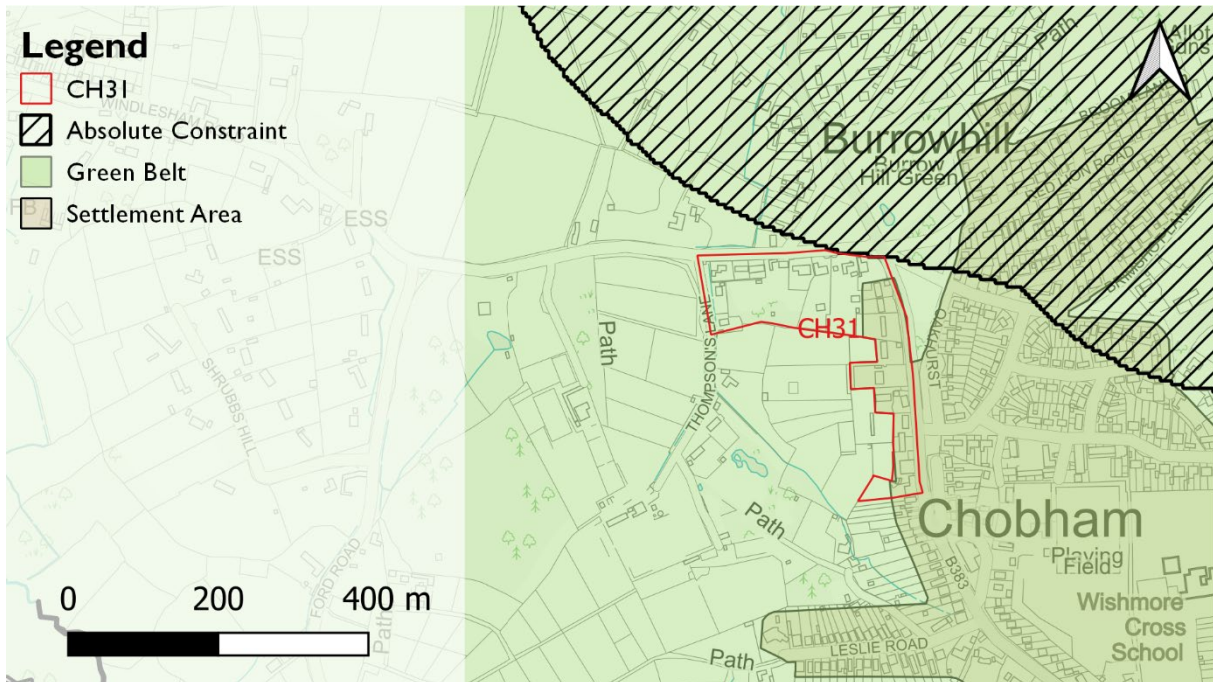
Discussion of Findings:

Release of land within parcel CH30 would result in increased containment of land within parcel CH28, although this relationship already exists to a minor degree as development is already present in parcel CH30. Development in this location would be relatively well contained by the landscape in some locations but is less well contained than others and additional development could conjoin with other development along the course of the Windlesham Road, giving rise to a diffuse boundary.

Releasing the parcel alongside parcel CH28 would give rise to containment issues further south and would not remedy the issues identified in the vicinity of the Windlesham Road.

3. Chobham

CH3I: Land west of Windsor Road, south of Windlesham Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G37b: Land to the south of the Windlesham Road and to the west of the Windsor Road		
Parcel G37b was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was however considered to provide part of the historic setting of the historic settlement of Chobham. Parcel G37b was considered to have very limited function against Purposes 2 and 3, with development compromising openness along key routes between settlements.	P1	No function
	P2	No function
	P3	Weak
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – land was not assessed under the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a notable loss of openness within the parcel, particularly adjacent to highways connecting the settlement with Windlesham; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2, on balance.	No function
P3	Parcel CH31 is almost wholly developed, however whilst openness has generally been lost within the parcel, gaps between buildings resulting from the open texture of development offer some longer views through to more open land within and outside of the parcel.	Weak
P4	Parcel CH31 falls within the defined settlement area of Chobham. The parcel is removed from the popularly recognised historic core of the settlement; however, in this location it should be recognised that Burrow Hill Green should be considered as an undesignated heritage asset and part of the unique historic character of Chobham. In view of this, it is considered that the open texture of the environment in parcel CH31 contributes to the setting of this part of the historic settlement.	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

3. Chobham

Overall Part I Rating:	Moderate High Function
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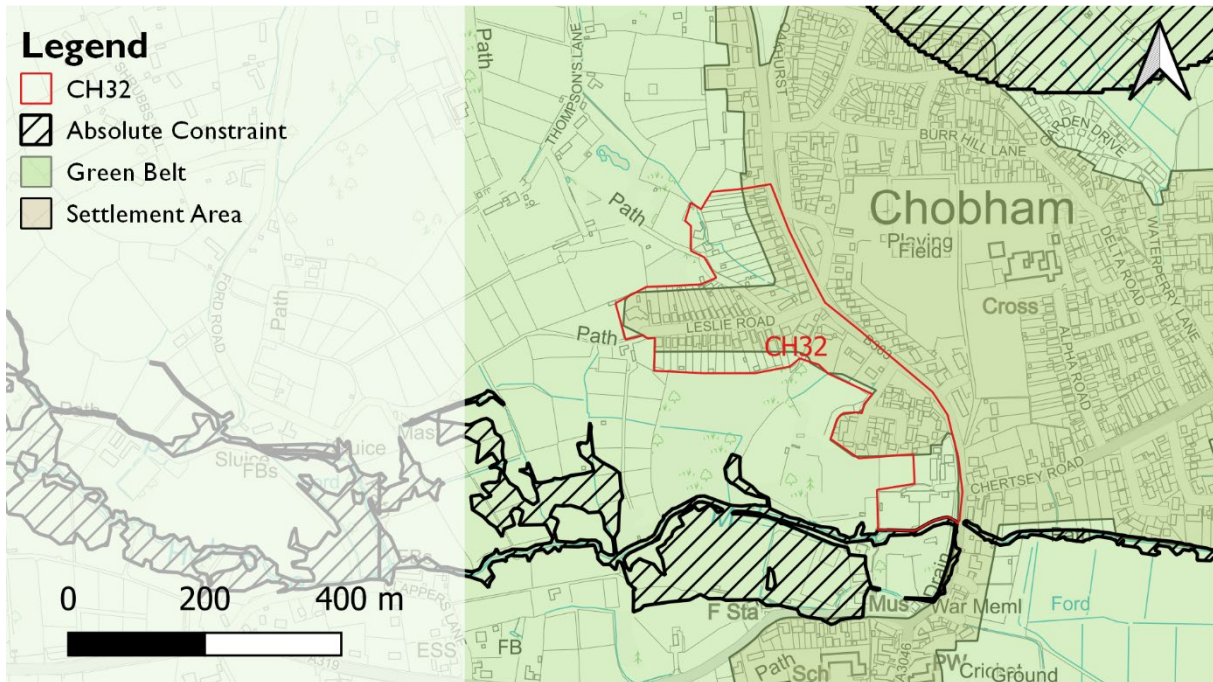
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel is already developed.

3. Chobham

CH32: Land west of Windsor Road incorporating Leslie Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G37b: Land to the south of the Windlesham Road and to the west of the Windsor Road		
Parcel G37b was not considered to function against Purpose 1, owing to its distance from identified large built-up areas. The parcel was however considered to provide part of the historic setting of the historic settlement of Chobham. Parcel G37b was considered to have very limited function against Purposes 2 and 3, with development compromising openness along key routes between settlements.	P1	No function
	P2	No function
	P3	Weak
	P4	Strong

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – Land not assessed as part of the SHLSA	

Assessed under the Surrey Heath Sites Appraisal (SHSA)

3. Chobham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	There has already been a significant loss of openness within the parcel; as a result it is not envisaged that the parcel has the capacity to contribute to Purpose 2.	No function
P3	Parcel CH32 is nearly wholly developed, with the cumulative effect of this development urbanising. A degree of openness does however remain in the very south of the parcel, on balance.	Weak
P4	Parcel CH32 falls within the defined settlement area of Chobham. the open grain in the very south of the parcel allows for a close relationship to exist between the historic centre and the village's rural setting. It is also noted that the parcel in this location provides a rural context to footpaths (recognised as a valued feature of the Chobham Village Conservation Area) to the north western part of the Conservation Area	Strong

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

Moderate High Function

Results of Part 2: Wider Impact Assessment

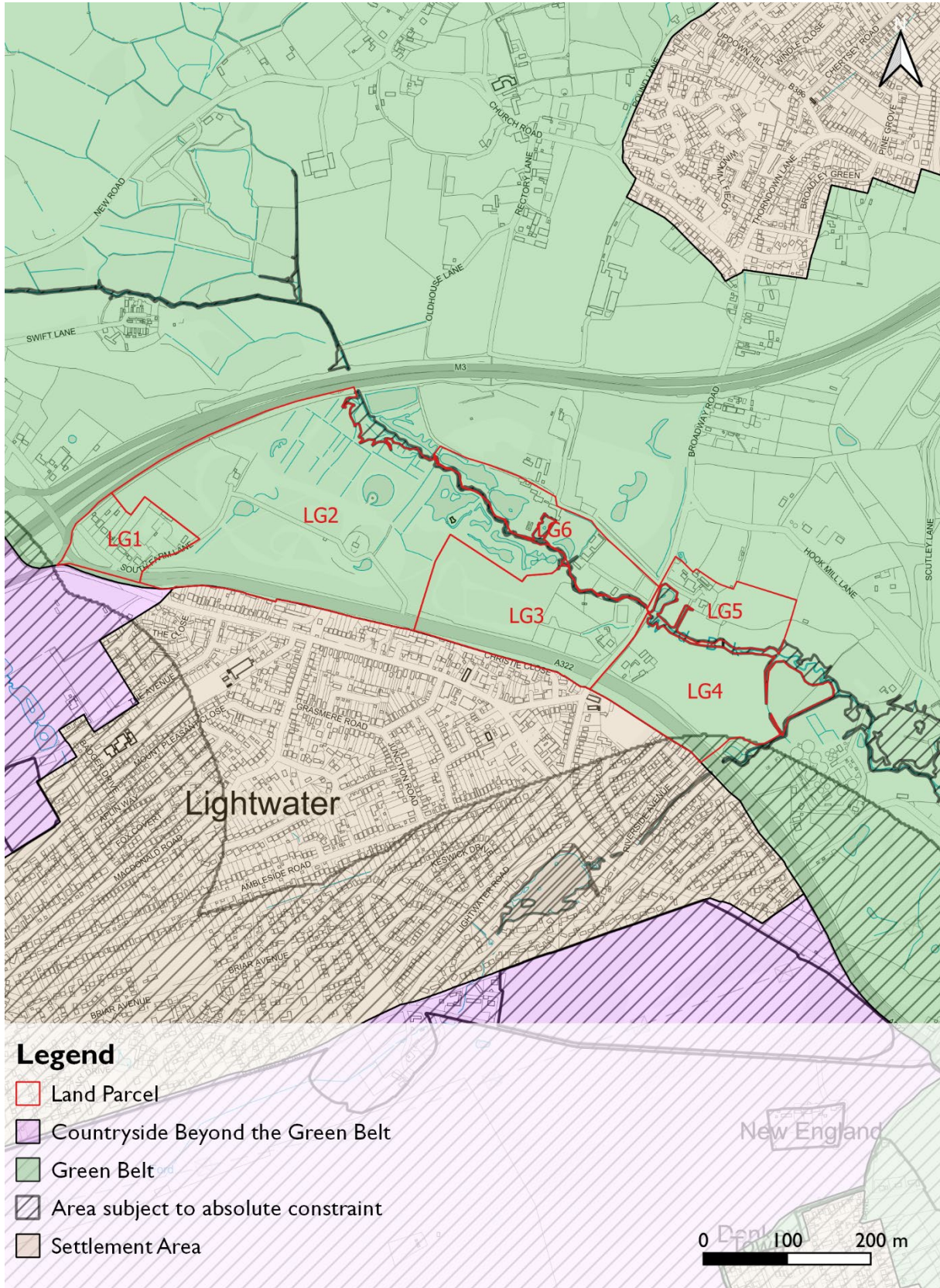
Level of Impact

3. Chobham

If released on an individual basis	Negligible risk
If released in conjunction with adjoining parcels	N/A

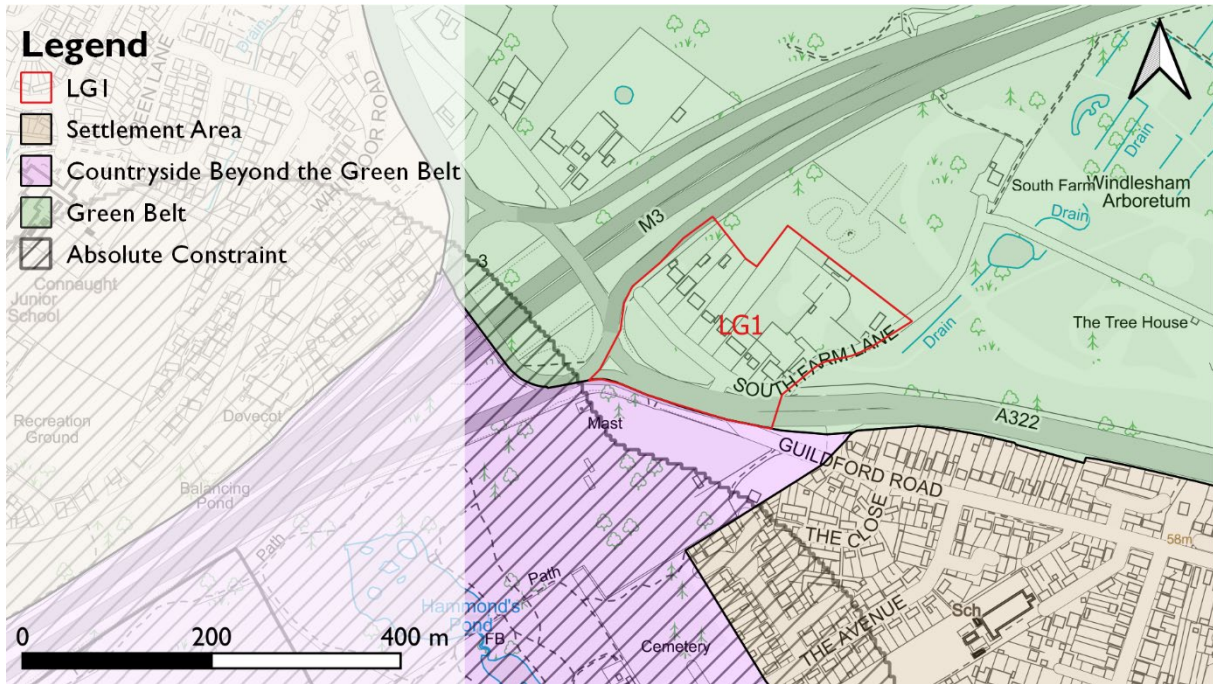
Discussion of Findings:
The parcel is already developed.

4. Lightwater



4. Lightwater

LG1: Land to the south of the M3 and to the north east of the Guildford Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G18: Land south of Junction 3 of the M3 and to the north east of the A322 Guildford Road		
Parcel G18 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and historic areas of identified historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 owing to its open countryside character and the role played by the parcel in preventing development within a narrow gap between Windlesham and Lightwater.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development

4. Lightwater

SW2c: Bagshot and Lightwater Sandy Woodland²⁶

Low-moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No Function
P2	The parcel lies adjacent to the Guildford Road which connects Lightwater and Bagshot. Land in the parcel is under a notable degree of urban influence, with a significant degree of built form found within the parcel. Notwithstanding this, the impact of this development upon the perception of the otherwise narrow gap between the settlements is to a degree limited as a result of the change in land levels between the development and the highway and its distance, set back from the connecting highway. The parcel also lies within the narrow gap between Lightwater and Windlesham, adjacent to a footpath that connects the settlements, however it is considered that land outside of the parcel at Windlesham Arboretum is the most fundamental part of this gap in this location, with the developed character of parcel LG1 leading the parcel to have a limited impact upon the sense of this gap.	Weak
P3	The parcel exhibits some characteristics of the countryside, however the predominant impact of the parcel is suburban in character, with a strong, unbroken row of detached development of a more intensive character than usually expected within the countryside.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No Function

²⁶ Owing to the degree of built form contained within Parcel LG1, only the south westernmost part of the Parcel is assessed under the SHLSA.

4. Lightwater

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the terms of the 2017 GB&CS study, parcel G18 covered an expansive area of largely open countryside between a number of settlements. As a result the parcel was attributed 'strong' ratings for both Purposes 2 and 3, representing the dominant performance of most land within the parcel. In contrast parcel LG1 focuses on a very small area of largely developed land, warranting alternative ratings.

Overall Part I Rating:

Low Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

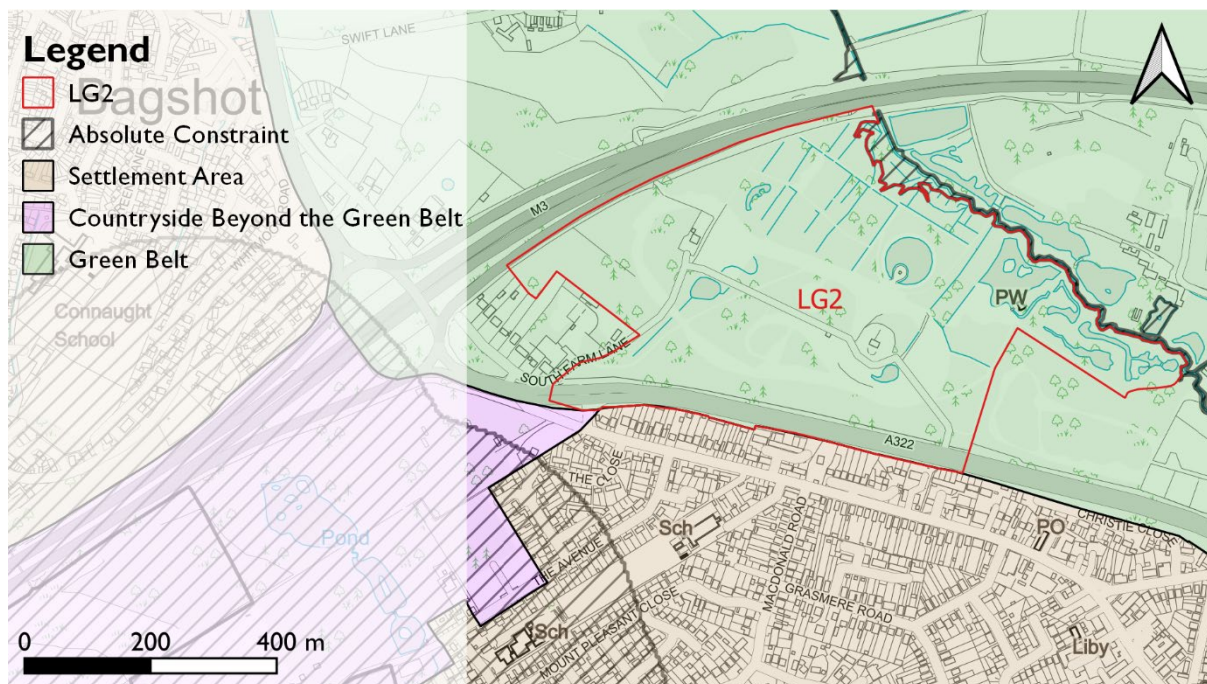
Discussion of Findings:

Further development within parcel LG1 would result in increased containment and urbanising influence affecting parcel LG2, however the wooded character of parcel LG2 would limit any containing effect to a degree. Development within the parcel would be well contained by the existing landscape, however, the A322 currently provides a robust Green Belt boundary. In the event that parcel LG1 was released from the Green Belt, woodland would provide an alternate Green Belt boundary. This is likely to constitute a reasonable boundary, but is considered less strong than the A road.

It is not envisaged that release alongside any adjacent parcels would pose lesser risk to the wider Green Belt.

4. Lightwater

LG2: Land at Windlesham Arboretum



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI8: Land south of Junction 3 of the M3 and to the north east of the A322 Guildford Road		
Parcel GI8 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and historic areas of identified historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 owing to its open countryside character and the role played by the parcel in preventing development within a narrow gap between Windlesham and Lightwater.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SW2c: Bagshot and Lightwater Sandy Woodland	Low-moderate
RF5b: Windlebrook and Southern Bourne River Floodplain	Moderate-high

4. Lightwater

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between Windlesham and Lightwater and is crossed by footpaths linking the two. The parcel is considered to provide one of the strongest parts of the visual break between the settlements owing to its undeveloped and wooded character, and the strong intervening features between the settlements in this location, provided by the M3 motorway and the A322.	Strong
P3	The parcel comprises a mixture of open and wooded land at Windlesham Arboretum. The parcel exhibits the characteristics of the countryside and possesses a significant degree of openness.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No Function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
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4. Lightwater

If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

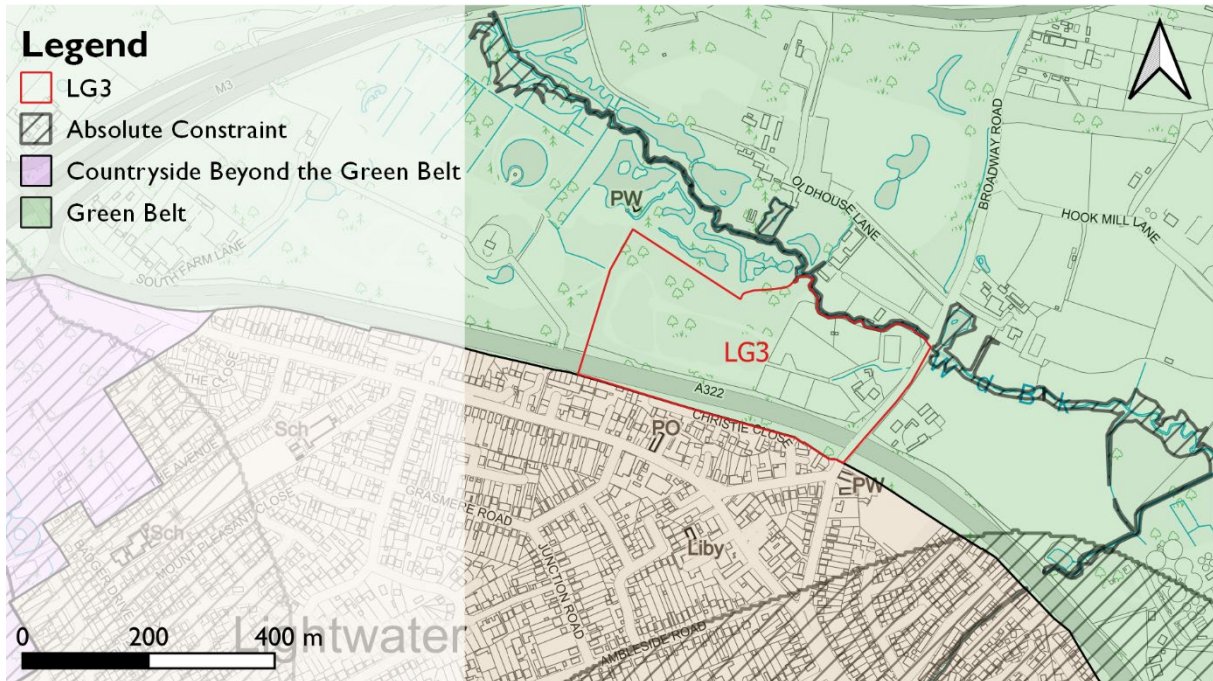
Discussion of Findings:

Development within parcel LG2 would result in increased containment to parcels LG1 and LG3, however the wooded character of land in this location would generally limit any containing effect and it is recognised that parcel LG1 is already partially developed. . Development within the parcel would be well contained by the existing landscape. The A322 currently provides a robust Green Belt boundary. In the event that parcel LG2 was released from the Green Belt, woodland and the Windlebrook would provide an alternate Green Belt boundary. This is likely to constitute a reasonable boundary, but is considered less strong than the A road.

It is not envisaged that release alongside any adjacent parcels would pose lesser risk to the wider Green Belt.

4. Lightwater

LG3: Land to the north west of Broadway Road and to the north east of the A322 Guildford Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI8: Land south of Junction 3 of the M3 and to the north east of the A322 Guildford Road		
Parcel GI8 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and historic areas of identified historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 owing to its open countryside character and the role played by the parcel in preventing development within a narrow gap between Windlesham and Lightwater.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

4. Lightwater

RF5b: Windlebrook and Southern Bourne River Floodplain

Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No Function
P2	The parcel lies within a narrow gap between Windlesham and Lightwater and adjoins a highway and footpath connecting the two settlements. The parcel is considered to provide one of the strongest parts of the visual break between the settlements owing to its undeveloped character and the strong intervening features between the settlements in this location, provided by the M3 motorway and the A322.	Strong
P3	The parcel comprises open fields possessing the characteristics of the open countryside. The parcel exhibits a significant degree of openness, with development limited to a couple of scattered residential dwellings of a scale and distribution not unexpected within the countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

High Function

4. Lightwater

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Development within parcel LG3 would result in increased containment and urbanising influence affecting parcel LG2, however the wooded character of land in this location would limit any containing effect to a degree. It would also increase containment and urbanising influence affecting parcel WE4, with which the parcel has a more open relationship.

Development within the parcel would generally be well contained by the existing landscape to the north and west, but less so to the east. The A322 currently provides a robust Green Belt boundary; in the event that parcel LG3 was released from the Green Belt, woodland and the Windlebrook would provide an alternate Green Belt boundary. This is likely to constitute a reasonable boundary, but is considered less strong than the A road.

It is not envisaged that release alongside any adjacent parcels would pose lesser risk to the wider Green Belt.

4. Lightwater

LG4: Land to the south east of Broadway Road and north east of the A322 Guildford Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G22: Land to the south of Broadway Road and north east of the A322 Guildford Road		
Parcel G22 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and historic areas of identified historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 owing to its open countryside character and the role played by the parcel in preventing development within a narrow gap between Windlesham and Lightwater.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5b: Windlebrook and Southern Bourne River Floodplain	Moderate-high

4. Lightwater

SS7c: Windlesham to Knaphill Settled and Wooded Farmland

Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between Windlesham and Lightwater and adjoins a highway connecting the two settlements. The parcel is considered to provide part of the visual break between the settlements owing to its strong countryside character and the strong intervening features between the settlements in this location, provided by the M3 motorway and the A322.	Strong
P3	Parcel LG4 possesses the characteristics of the open countryside, principally comprising open fields.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

High Function

Results of Part 2: Wider Impact Assessment

Level of Impact

4. Lightwater

If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

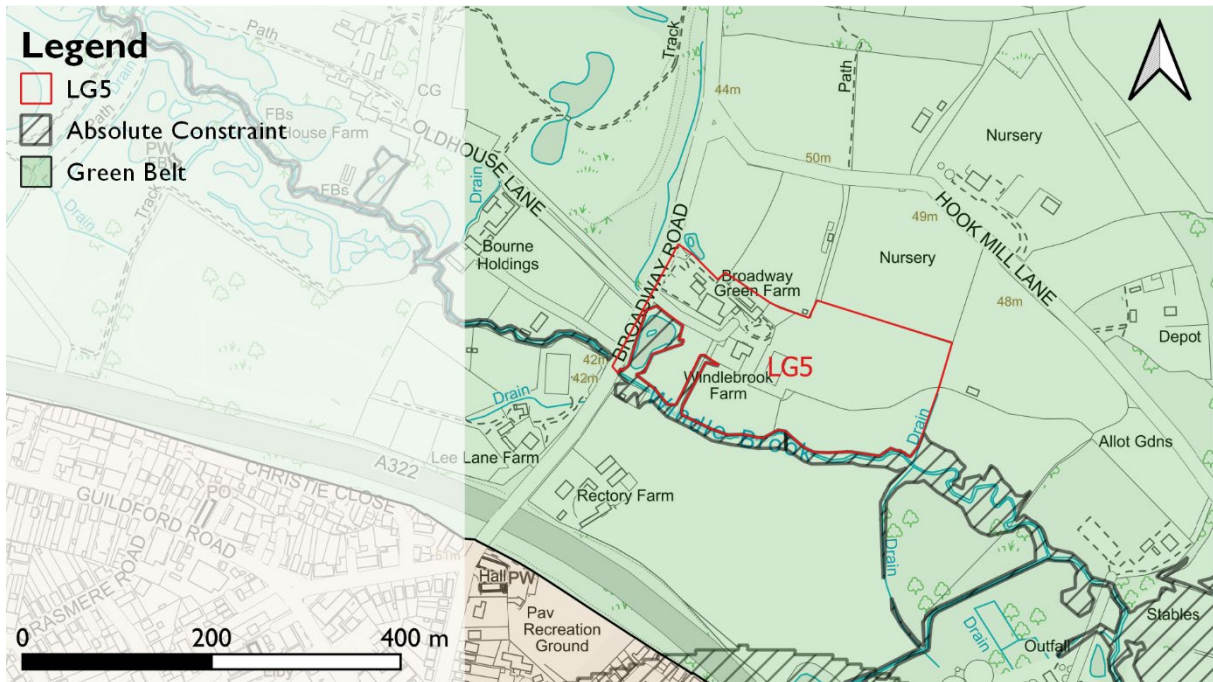
Discussion of Findings:

Development within parcel LG4 would result in increased containment and urbanising influence affecting parcel LG3 and Green Belt land to the south east, however the wooded characteristics of land in this location would limit the impact of that containment to a degree. Development within the parcel would generally be well contained by the existing landscape. The A322 currently provides a robust Green Belt boundary; in the event that parcel LG4 was released from the Green Belt, woodland and the Windlebrook would provide an alternate Green Belt boundary. This is likely to constitute a reasonable boundary, but is considered less strong than the A road.

It is not envisaged that release alongside any adjacent parcels would pose lesser risk to the wider Green Belt.

4. Lightwater

LG5: Land at Broadway Green and Windlebrook Farms



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G21: Land to the South of Hook Mill Lane		
Although the parcel makes no contribution towards Purposes 1 and 4 owing to its spatial relationship with large built up areas and historic settlements, the parcel is considered to function strongly towards preventing development in a narrow gap between settlements at Windlesham and Lightwater. It is also recognised that the parcel exhibits a strong, countryside character.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5b: Windlebrook and Southern Bourne River Floodplain	Moderate-high
SS7d: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate-high

4. Lightwater

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel falls within a narrow gap between Windlesham and Lightwater and adjoins a highway connecting the settlements which is undermined in locations by ribbon development. Whilst most of the parcel is of an open character and thus has capacity to contribute to maintaining openness in the narrow gap, the parcel also provides a large commercial complex which undermines the visual gap in this location. Notwithstanding this, it is considered that any further loss of openness in this location would further undermine the fragile gap.	Strong
P3	Much of the parcel is open in character, however the parcel also accommodates a large commercial complex with associated hardstanding, which compromises openness in this location to a degree. An on-balance moderate rating is considered appropriate in this case.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Parcel G21 was considered to function strongly against Purpose 3, whereas parcel LG5 is considered to function less effectively. This generally reflects the smaller and more refined parcel size currently under consideration, which is more urban in character when compared against the broader parent parcel.

4. Lightwater

Overall Part I Rating:	Moderate High Function
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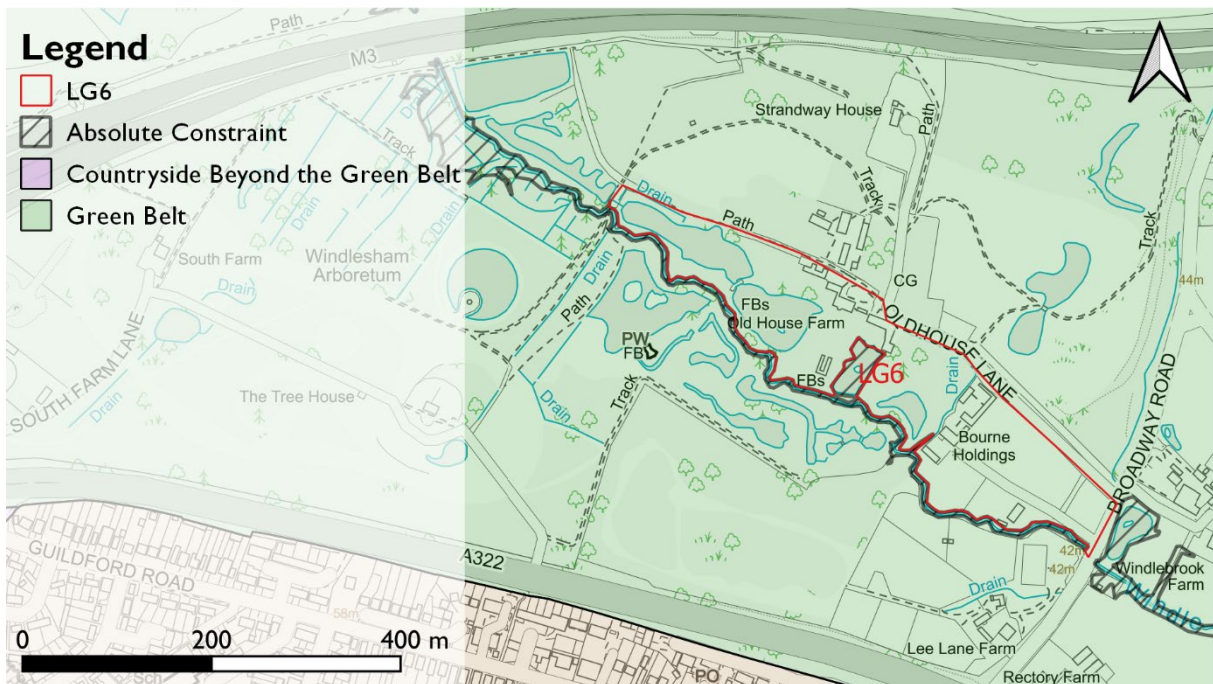
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released individually, development within the parcel would be disconnected from Lightwater and relate poorly to the settlement. Loss of Green Belt here would increase containment of land in LG4, which would become surrounded by development on two sides.</p> <p>If considered for release alongside LG4, there would be a risk of increased containment of surrounding Green Belt land, which is within an area of high landscape sensitivity. In this location, the A322 currently provides a robust Green Belt boundary. The Bourne, to the south western side of the parcel forms a natural 'fall back' boundary. Beyond this, only field boundaries (some of which are relatively weak in form) can provide alternative boundaries. As such, release alongside LG4 would similarly result in higher risk to the Green Belt.</p>

4. Lightwater

LG6: Land south of Oldhouse Lane and west of Broadway Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI9: Land to the west of Broadway Road and south of the M3 Motorway		
Parcel GI9 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and historic areas of identified historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 owing to its open countryside character and role in preventing development within a narrow gap between settlements at Windlesham and Lightwater.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5b: Windlebrook and Southern Bourne River Floodplain	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

4. Lightwater

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between Windlesham and Lightwater and adjoins a highway connecting the two settlements. The parcel is considered to provide part of the visual break between the settlements owing to its strong countryside character and the strong intervening features between the settlements in this location, provided by the M3 motorway and the A322.	Strong
P3	Parcel LG4 possesses the characteristics of the countryside, principally comprising open fields and exhibits a significant degree of openness.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

4. Lightwater

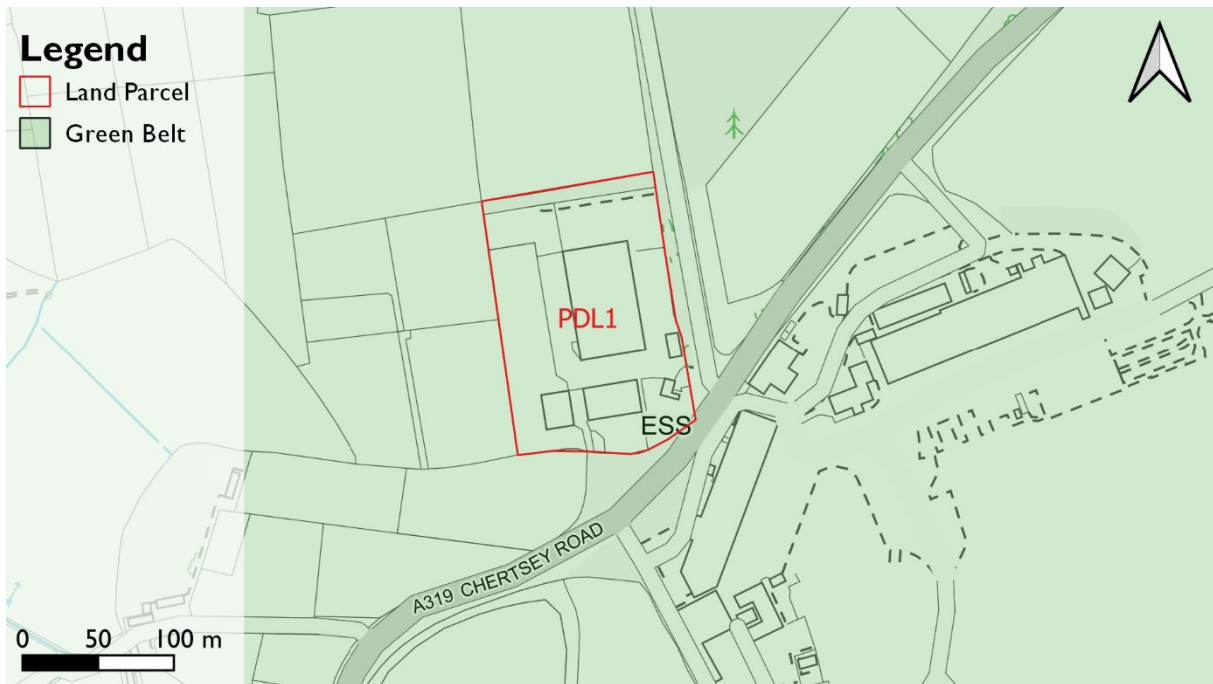
Discussion of Findings:

If released individually, Development within the parcel would be disconnected from Lightwater and relate poorly to the settlement. Loss of Green Belt here would increase containment of land in LG2 (albeit the wooded nature of LG2 would limit the impact of the containment) and LG3.

It is not envisaged that release alongside any other land parcels would significantly alter the risk to the wider Green Belt.

5. Previously Developed Land

PDL1: Chobham Business Centre



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G50: Land north of Chertsey Road and south of Stonehill Road		
Parcel G50 was not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Parcel G50 was considered to function strongly against Purpose 3 as a result of its generally open character and moderately against Purpose 3, as a result of the contribution the parcel makes to preventing development in the gap between Chobham and Ottershaw, which has been undermined in some areas.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

5. Previously Developed Land

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and Chertsey/Addlestone is broad at over 5 kilometres. Notwithstanding this it is recognised that the settlement of Ottershaw is situated within the settlement gap and affects the perception of the gap; particularly as beyond Ottershaw the settlement gap begins to exhibit a more developed and settled appearance. Fair Oaks Airport and Chobham Business Centre (which falls within this parcel) are also located within the gap. Notwithstanding developed areas, the landscape within the settlement gap gently rises to the east and principally comprises open fields bordered by trees, generally limiting long range views.</p> <p>The parcel is significantly developed and as such the parcel is not considered to contribute to the sense of the gap between the settlements.</p>	No function
P3	The parcel is not wholly developed, but development is prevalent within the parcel and is urbanising in character. On balance, the parcel is considered to function weakly.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel, which was extensive and incorporated a significant degree of open land, was considered to function strongly against Purposes 2 and 3. In contrast, the current parcel, which is much smaller and focuses on an area of previously developed land is considered to have no function against Purpose 2 and weak function against Purpose 3. This is principally attributed to the different spatial characteristics of the parcels.

5. Previously Developed Land

Overall Part I Rating:	Very Low Function
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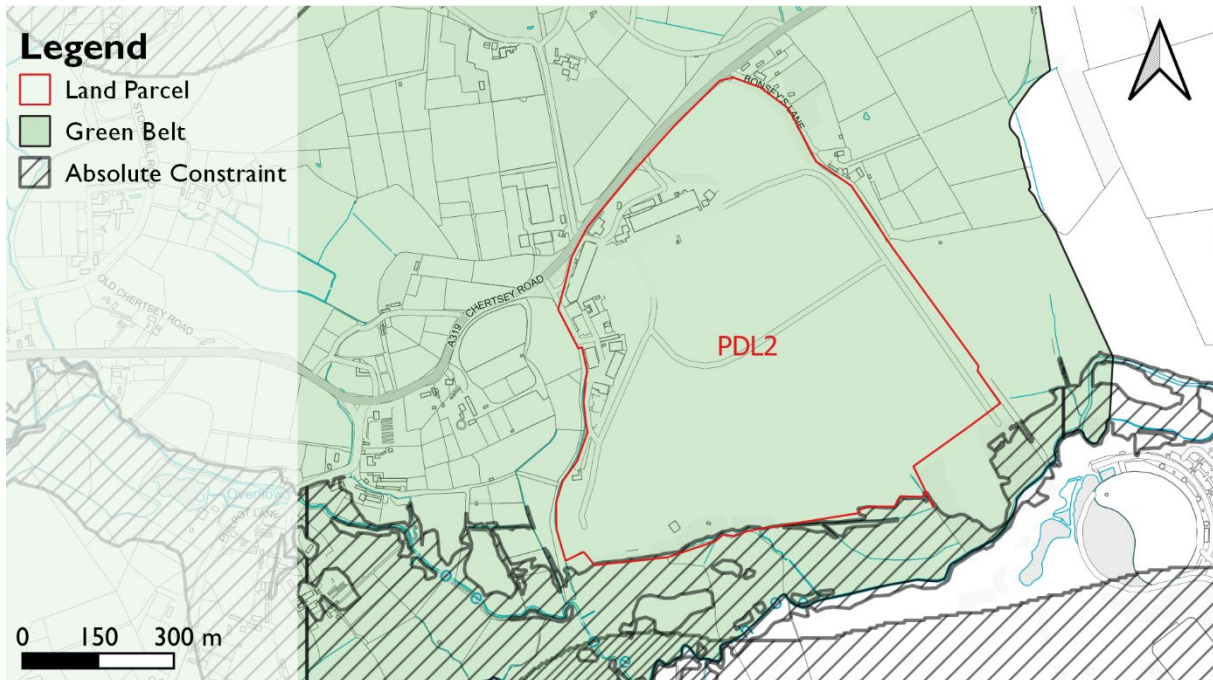
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Negligible Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel would not relate well to any nearby settlement. Notwithstanding this, it is recognised that land within this parcel is already extensively developed.

5. Previously Developed Land

PDL2: Fairoaks Airport



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G52: Land to the south of Chertsey Road and to the east of Philpot Lane

Parcel G52 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. As a result of significant variation in respect of the degree to which land within parcel G52 fulfilled Purposes 2 and 3, the parcel was subdivided into three for assessment purposes. parcel PDL2 under the current assessment relates to parcel G52b of the 2017 Study. Owing to its developed character, parcel G52b was considered to function weakly against Purposes 2 and 3, compromising openness along key routes between settlements.

P1	No function
P2	Weak
P3	Weak
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5d: Windlebrook and Southern Bourne River Floodplain	Moderate

5. Previously Developed Land

SS8c: Chobham East Settled and Wooded Sandy Farmland

Low-moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - Land at Fair Oaks Airport was assessed within the SHSA under reference CH011.	P1	N/A
	P2	Weak
	P3	Moderate
	P4	N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within the gap between Chobham and Chertsey/Addlestone, which is broad at over 5 kilometres. Notwithstanding this it is recognised that the settlement of Ottershaw is situated within the settlement gap and affects the perception of the gap; particularly as beyond Ottershaw the settlement gap begins to exhibit a more developed and settled appearance.</p> <p>Notwithstanding developed areas, the landscape within the settlement gap gently rises to the east and principally comprises open fields bordered by trees, generally limiting long range views. Taking into account the broad gap (even despite the presence of Ottershaw) and the fact that the parcel accommodates a significant degree of development, particularly adjacent to the interconnecting highway (and having an urbanising influence on remaining land, further loss of openness would not be considered to result in the merging of settlements.</p>	Weak

5. Previously Developed Land

P3	Parcel PDL2 contains Fair Oaks Airport. The north easternmost part of the parcel principally comprises a significant collection of single and two storey buildings of varying scales in aviation and commercial use. These wrap around the north westernmost corner of the site and are surrounded by extensive hardstanding. The remainder of land within the parcel is open and flat, accommodating grassed areas and tarmacked areas in use as a runway and taxiways. Although this area is largely open and free from development, the scale and spatial characteristics of the buildings on the site have a recognisable urbanising effect on the openness of the site, on balance.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2018 Study parcel G52b was assessed as performing moderately against Purpose 3. Within the current Study, the current parcel is considered to function weakly against Purpose 2, in line with the findings of the 2017 Study. This difference is principally attributed to the increased emphasis on urbanising impact in the updated methodology.

Overall Part I Rating:

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

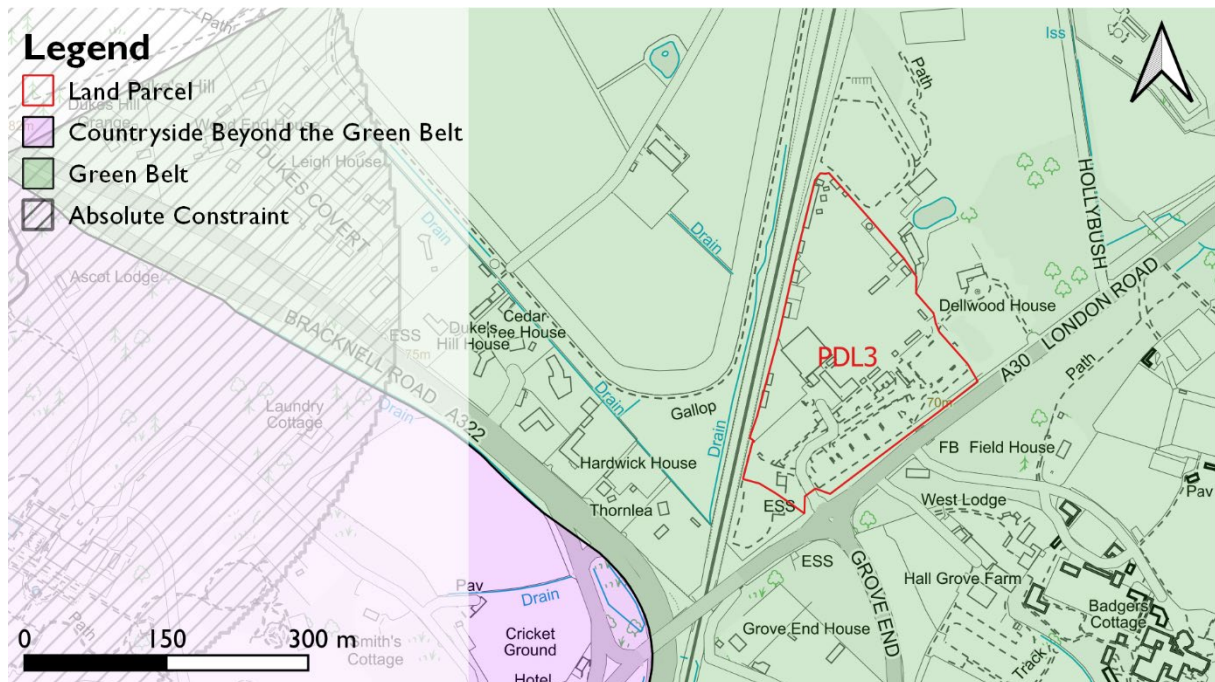
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

The parcel relates poorly to the nearest neighbouring settlements at Chobham, Woking or Chertsey/Addlestone.

5. Previously Developed Land

PDL3: Longacres Garden Centre



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G2a: Land north of London Road and west of Sunninghill Road		
Parcel G2a was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Owing to its developed character, parcel G2a was considered to function weakly against Purposes 2 and 3, compromising openness along key routes between settlements.	P1	No function
	P2	Weak
	P3	Weak
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high
SS5c: Bagshot to Windlesham Settled and Wooded Sandy Farmland	Low-moderate

5. Previously Developed Land

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel is considered to play no appreciable role in preventing the merging of settlements at Bagshot and Snows Ride and Snows Ride and Bracknell (which it has capacity to influence by virtue of its location adjacent to the interconnecting highway) owing to its developed character.	No function
P3	The parcel is not wholly developed, but development is prevalent within the parcel, and much other land comprises hardstanding, exhibiting an urbanising character. On balance, the parcel is considered to function weakly.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel was identified as functioning weakly against Purpose 2; in contrast the current Study rates the parcel as having no function. This difference is considered to reflect the slightly more refined nature of the assessment in the current Study, in addition to the difference in spatial characteristics between the parent parcel and the current parcel.

Overall Part I Rating:

**Very Low
Function**

5. Previously Developed Land

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

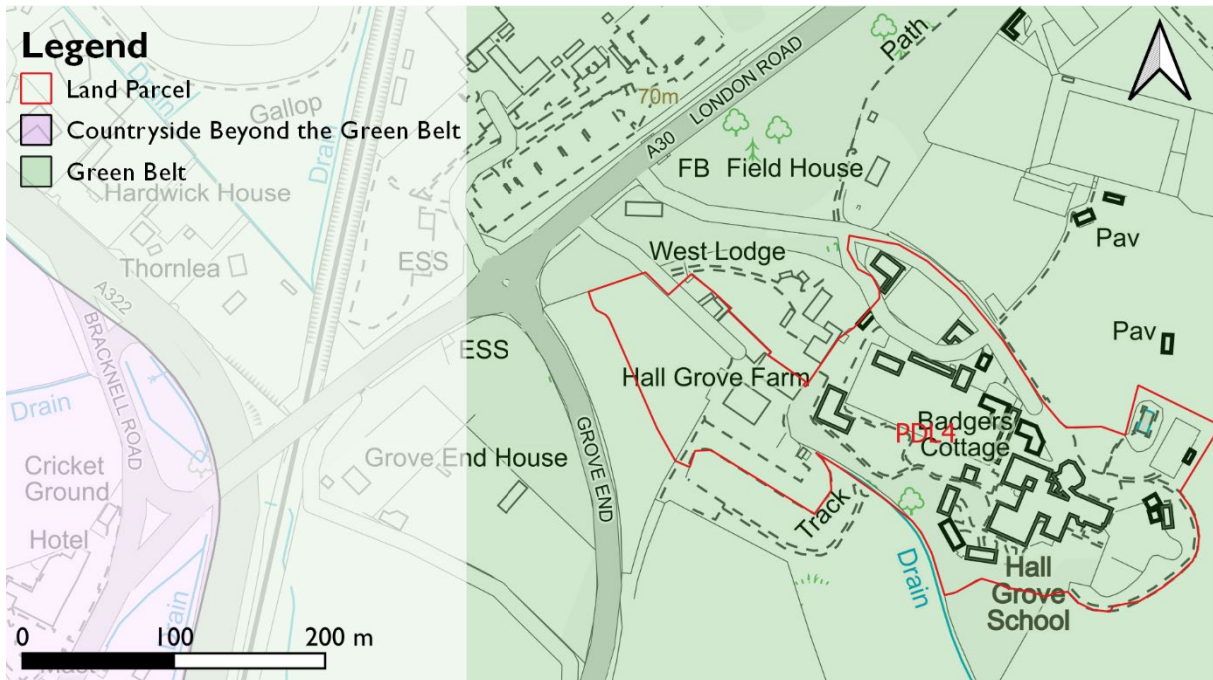
Discussion of Findings:

The purpose of Part 2 is to identify what effect the development of land within a parcel would have in the event that it were developed. Land within this parcel is already developed and as such this has already generally been taken into account in the assessment of surrounding parcels under Part 1. Notwithstanding this, it is recognised that in this location, a notable degree of the urbanising development in this location is hardstanding, which whilst having significant impact upon the open character of the Green Belt, is notably different to residential development. As such the parcel warrants further consideration under Part 2.

The parcel relates poorly to the nearest settlements of Windlesham (Snows Ride) and Bagshot.

5. Previously Developed Land

PDL4: Hall Grove School and Industrial Estate



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G5: Land south of London Road, east of Bracknell Road and west of School Road		
Parcel G5 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G5 was considered to function strongly against Purposes 2 and 3, owing to its open, countryside character and the role played by the parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS5c: Bagshot to Windlesham Settled and Wooded Sandy Farmland	Low-moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

5. Previously Developed Land

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Snows Ride and Bagshot is narrow at circa 1.2km. The settlements are connected by the A30 to the north and by New Road, further southwards. In some areas of the settlement gap, the sense of the gap is undermined by commercial development, particularly in the environs of the A30 London Road, rendering the already narrow gap relatively fragile. Taking existing development and the landscape characteristics of this part of the gap into account, it is considered that any further loss of openness within the narrowest part of this gap (within which the current parcel sits), would likely give rise to the sense of settlements merging, particularly owing to the open nature of the parcel boundaries to the north east.	Strong
P3	On balance the parcel is considered to function moderately against Purpose 3. Buildings of varying scales are located throughout the parcel, but generally land within the parcel is open textured, with a reasonable degree of open space, particularly around Hall Grove School	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel was considered to function strongly against Purpose 3. In contrast, the current assessment identifies the parcel as having a moderate function. This is attributed to the difference in spatial characteristics between the parcels.

5. Previously Developed Land

Overall Part 1 Rating:	Moderate High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
The parcel relates poorly to the nearest settlements of Windlesham (Snows Ride) and Bagshot.

5. Previously Developed Land

PDL5: Hilliers and Windlesham Garden Centres



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GIb: Land to the north of London Road and to the east of Sunninghill Road		
Parcel GIb was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Owing to its developed character, parcel GIb was considered to function weakly against Purposes 2 and 3, compromising openness along key routes between settlements.	P1	No function
	P2	Weak
	P3	Weak
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

5. Previously Developed Land

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	On balance, the parcel is considered to function strongly against Purpose 2. The parcel falls within a location where it is capable of influencing the perception of the narrow to moderate gap between Snows Ride and Sunningdale at circa 1.8km. The settlements are connected very directly across the gap by the A30 London Road, which the parcel adjoins. Although some areas of the parcel are well developed, some parts of the parcel, particularly to the south east are grassed and wooded. This limits the impact of existing development upon the perceived gap. Any further loss of openness in this area would be prominent within the already fragile settlement gap and is likely to increase the perception of the settlements merging.	Strong
P3	The parcel exhibits some characteristics of the open countryside, with an area of open land set centrally to the parcel and along the course of the A30 London Road. However, large areas of the site are developed and this has an urbanising influence upon the open land that it contains.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel was considered to function weakly against Purpose 2; in contrast the current Study identifies the parcel as function Strongly. The difference is attributed to the more nuanced approach taken to development within settlement gaps within the current study.

5. Previously Developed Land

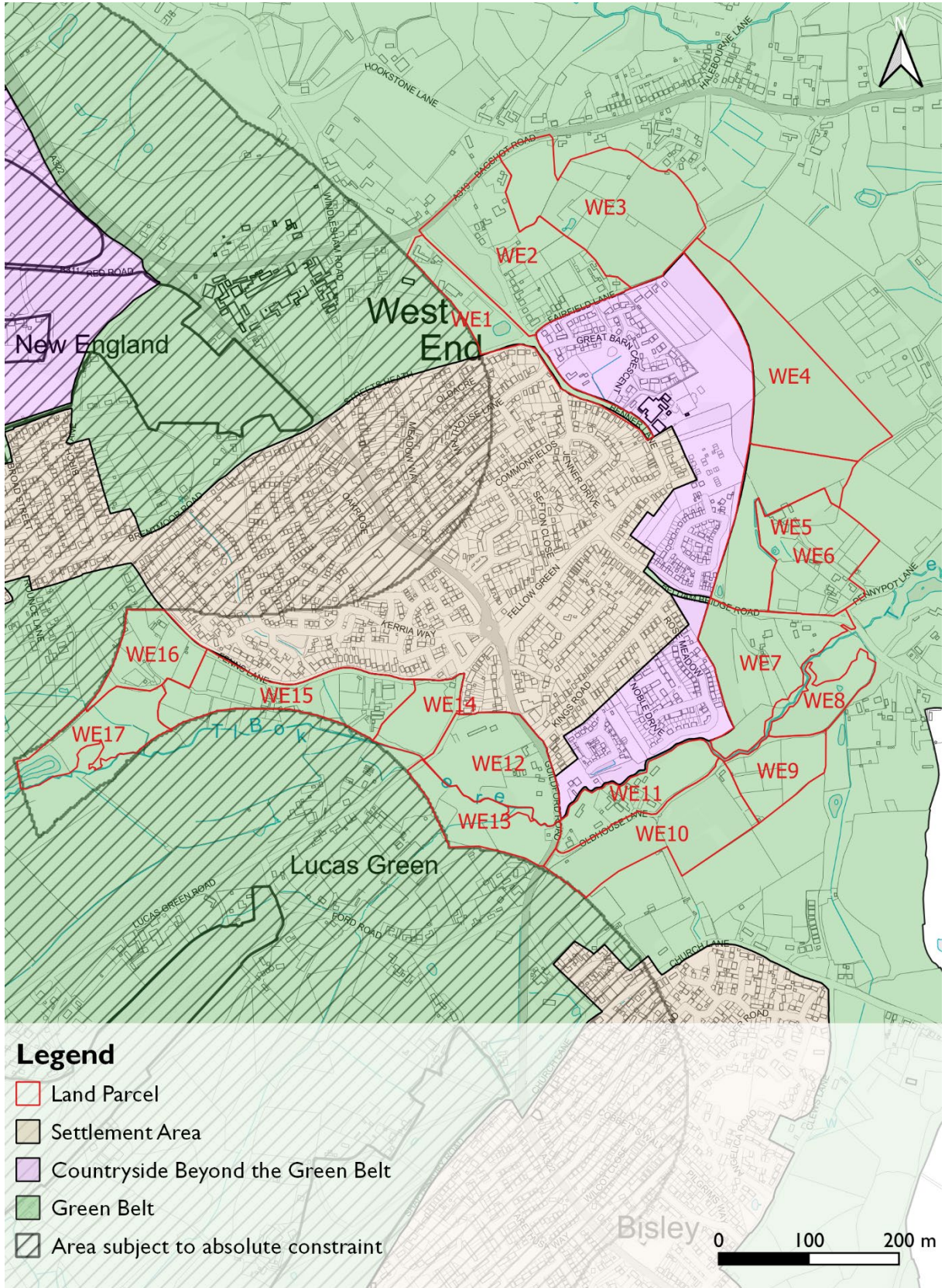
Overall Part 1 Rating:	Moderate High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels/land	N/A

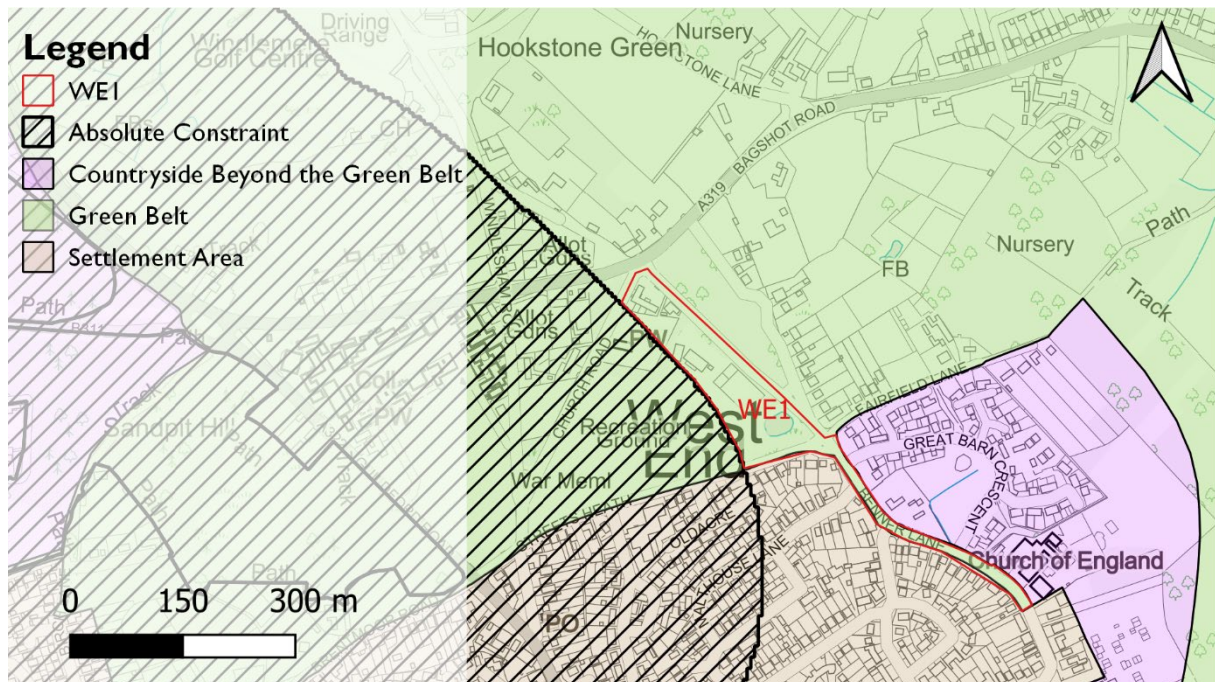
Discussion of Findings:
<p>The purpose of Part 2 is to identify what effect the development of land within a parcel would have in the event that it were developed. Land within this parcel is already developed and as such this has already generally been taken into account in the assessment of surrounding parcels under Part 1. Notwithstanding this, it is recognised that in this location, a notable degree of the urbanising development in this location is hardstanding, which whilst having significant impact upon the open character of the Green Belt, is notably different to residential development. As such the parcel warrants further consideration under Part 2.</p> <p>The parcel relates poorly to the nearest settlement of Windlesham (Snows Ride).</p>

6. West End



6. West End

WE1: Land south west of Benner Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G27: Land at the Recreation Ground, Benner Lane		
Parcel G27 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and historic areas of identified historic settlements. Although the parcel was considered to function strongly against Purpose 3 owing to its open countryside character, the parcel was considered to function weakly against Purpose 2, owing to the influence of development within surrounding parcels.	P1	No function
	P2	Weak
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ²⁷	Moderate

²⁷ Only part of the land within the Parcel was assessed under the SHLSA

6. West End

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	Parcel WE1 lies within a moderate gap between West End and Windlesham. Parcel WE1 contains a degree of development adjacent to the highway which is considered to undermine the contribution the parcel makes to the settlement gap, which in other areas is relatively well defined by open countryside. Some further loss of openness, would not give rise to a sense of settlements merging.	Moderate
P3	The parcel comprises a recreation ground with a handful of community buildings. The parcel generally comprises the characteristics of the countryside and is largely open, although openness decreases towards the northern most part of the parcel around the community buildings. On balance, between the developed characteristics of parts of the parcel and the urbanising influence from neighbouring land, with residential development (albeit of modest scale) surrounding the parcel, a moderate rating is justified.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 study the parent parcel was rated as performing strongly against Purposes 2 and 3. The current study, which focuses on a much smaller part of the parent parcel, down rates the performance of the land in question to Moderate. This is attributed to the emphasis placed on connectivity and urbanising development in the current methodology.

6. West End

Overall Part 1 Rating	Moderate Function
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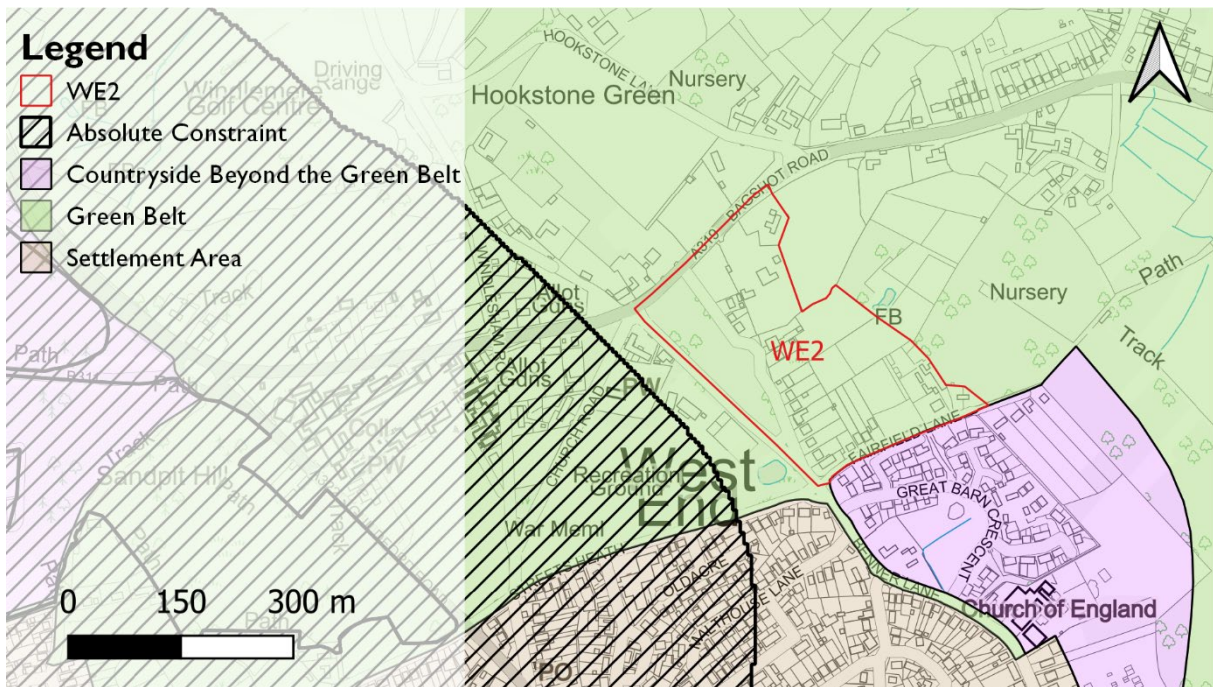
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released, development in this location would increase containment of Green Belt land on the wider recreation ground in particular and would contain land to the north east, which is tree'd but reasonably fragmented. The parcel is poorly contained by the landscape to the south west but is reasonably well contained elsewhere by highways; however increased development here could increase connectivity to ribbon development in the wider area.</p> <p>Release in conjunction with WE2 is unlikely to result in reduced risk to the wider Green Belt.</p>

6. West End

WE2: Land to the north of the junction between Benner Lane and Fairfield Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G40: Land between Bagshot Road and Pennypot Lane		
Parcel G40 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G40 was considered to function strongly against Purposes 2 and 3, owing to the role played by the parcel in preventing development within a gap between Chobham and Lightwater/West End and the parcels generally open character.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ²⁸	Moderate

²⁸ Only part of the land within the Parcel was assessed under the SHLSA

6. West End

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 805 was assessed under the SHSA under reference WE6 and SLAA site 806 was assessed under reference WE7; both WE6 and WE7 were rated the same.	P1	No function
	P2	Weak
	P3	Strong
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>Parcel WE2 lies within a moderate gap between West End and Windlesham and has influence on the perception of the moderate gap between Chobham and West End which are linked by the A319 Bagshot Road.</p> <p>Parcel WE2 contains a notable degree of ribbon development which is considered to undermine the contribution the parcel makes to both settlement gaps. Some further loss of openness, within the parcel, particularly to the south, would not undermine the actual or experienced settlement gap significantly more than the existing arrangement. Notwithstanding this, it is considered that loss of openness in the northern part of the parcel would have capacity to further undermine the already fragile gap between West End and Chobham.</p>	Moderate
P3	The parcel exhibits some characteristics of the countryside, however residential development within the parcel is of an intensity unexpected from the countryside.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

6. West End

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 study the parent parcel was rated as performing strongly against purposes 2 and 3. The 2018 Study rated land within the parcel at functioning strongly against Purpose 3 and weakly against Purpose 2. The current study, which focuses on a much smaller part of the parent parcel, down rates the performance of the land in question to Moderate. The differences in assessment are attributable to the differences in size across the parcels considered in addition to the differences in methodology.

Overall Part I Rating

**Moderate
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

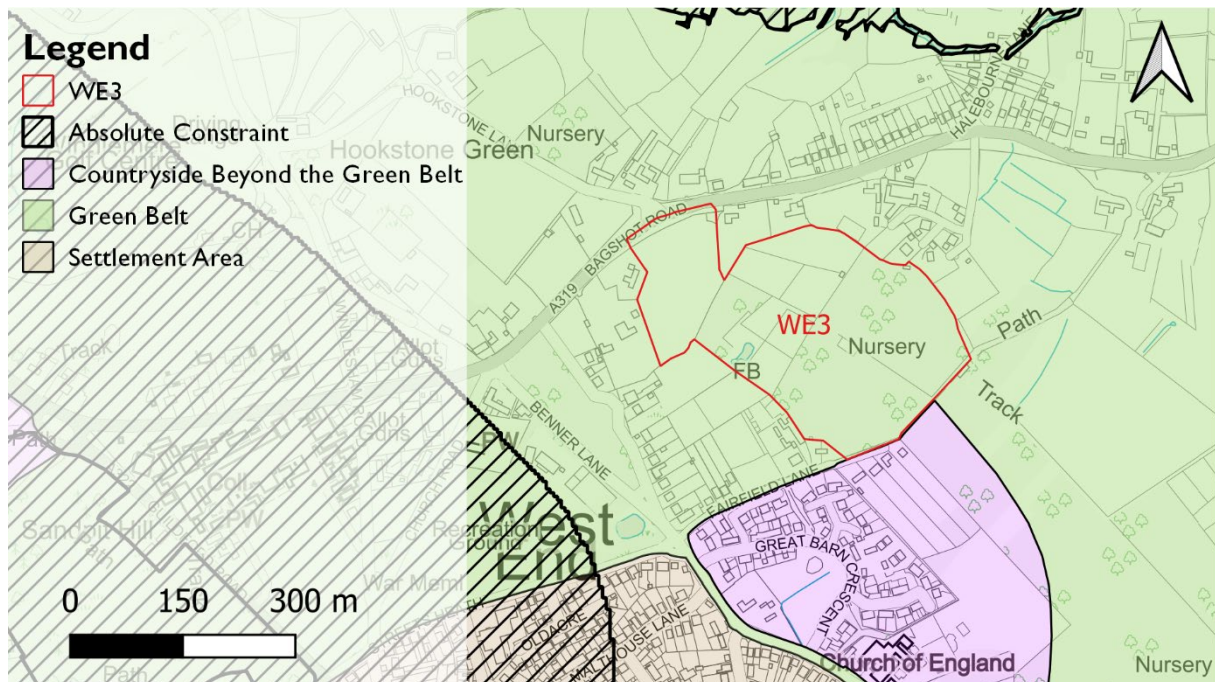
Discussion of Findings:

Development in WE7 would be slightly disconnected from the defined settlement area of West End, however it is recognised that land between the settlement and the parcel has now been developed and as a result development in WE7 would not necessarily relate poorly to the settlement area.

If released, development in this location would increase containment of Green Belt land at WE1 and would risk containment of land at WE3. The Green Belt boundary in this location comprises highways and footpaths. Notwithstanding this, the current Green Belt boundary appears slightly diffuse, with residential development crossing the threshold. A significantly more robust boundary is not however present in this location, with field boundaries diffuse in some locations and the risk presented by connecting the settlement at West End with ribbon development along the A319. Release in conjunction with WE3 would give rise to similar issues.

6. West End

WE3: Land between Fairfield Lane and Bagshot Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G40: Land between Bagshot Road and Pennypot Lane

Parcel G40 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G40 was considered to function strongly against Purposes 2 and 3, owing to the role played by the parcel in preventing development within a gap between Chobham and Lightwater/West End and the parcels generally open character.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and West End is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. This renders the gap in this location fragile and any development in this vicinity has a significant risk of giving the impression of the settlements merging. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements.</p> <p>The parcel lies between the settlements and adjoins the A319 Bagshot Road. Loss of openness within parcel WE3 is likely to combine with existing ribbon development to give a visual impression of settlements merging.</p>	Strong
P3	The parcel possesses the characteristics of the open countryside, comprising wooded and open areas and being free from development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

6. West End

N/A

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

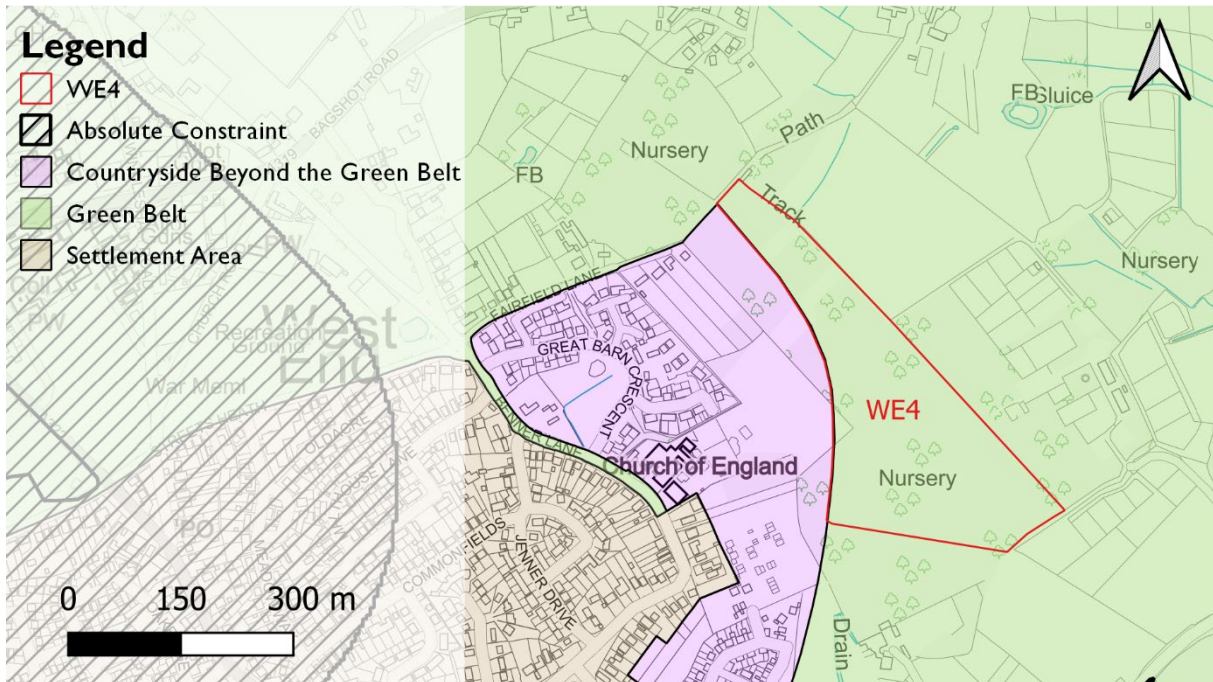
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

If released individually, the parcel would be disconnected from the settlement of West End.
If released alongside WE2, there would be increased connection to ribbon development linking West End and Chobham and in some areas the potential boundary features are considered to be less robust than existing features.

6. West End

WE4: Land south east of Fairfield Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G40: Land between Bagshot Road and Pennypot Lane		
Parcel G40 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G40 was considered to function strongly against Purposes 2 and 3, owing to the role played by the parcel in preventing development within a gap between Chobham and Lightwater/West End and the parcels generally open character.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

Yes - SLAA site 813 was assessed under the SHSA under reference WE8.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and West End is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. This renders the gap in this location fragile and any development in this vicinity has a significant risk of giving the impression of the settlements merging. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements.</p> <p>Although the gap between settlements is fragile, parcel WE4 lies within an area where there is little notable sense of connectivity between the settlements. Some loss of openness could occur in this location without compromising the settlement gap.</p>	Moderate
P3	The parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, comprising wooded land and being free from development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

6. West End

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 study the parent parcel was rated as performing strongly against purposes 2 and 3. The current study, which focuses on a much smaller part of the parent parcel, down rates the performance of the parcel against Purpose 2 to moderate reflecting the specific characteristics of the smaller parcel.

Overall Part I Rating

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

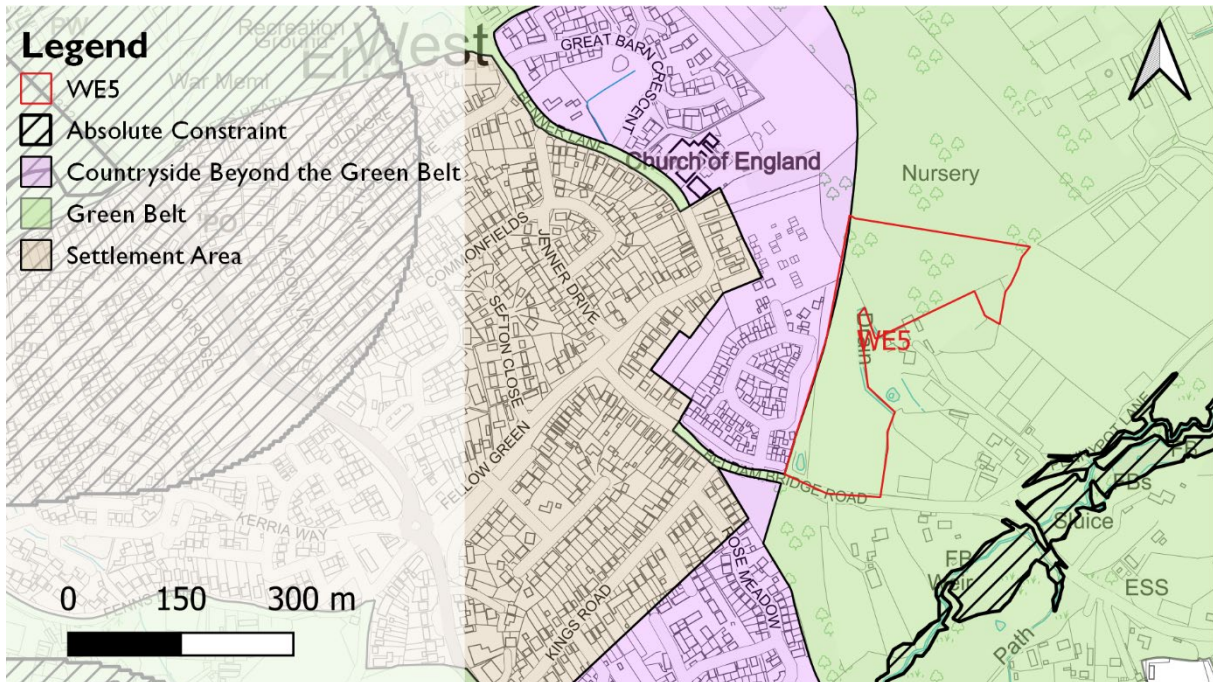
Development in WE4 would be disconnected from the defined settlement area of West End, however it is recognised that land between the settlement and the parcel has now been developed and as a result development in WE4 would not necessarily relate poorly to the settlement area, on balance.

If released individually, development in this location would technically contain land within WE5 and WE3, however, both parcels are heavily wooded, which would limit the sense of containment to a degree. The existing Green Belt boundary in this location is defined by wooded areas; if the parcel was developed, woodland would continue to demarcate the Green Belt boundary in most locations (but not all). Similarly the landscape is containing in some locations but not in others.

A wider release is unlikely to address boundary or containment (of development) issues.

6. West End

WE5: Woodland to the east of West End Reserve Site



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G40: Land between Bagshot Road and Pennypot Lane		
Parcel G40 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G40 was considered to function strongly against Purposes 2 and 3, owing to the role played by the parcel in preventing development within a gap between Chobham and Lightwater/West End and the parcels generally open character.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

Yes - SLAA site 813 was assessed under the SHSA under reference WE8.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and West End is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. This renders the gap in this location fragile and any development in this vicinity has a significant risk of giving the impression of the settlements merging. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements.</p> <p>The parcel lies between the settlements and adjoins Beldam Bridge Road/Pennypot Lane. Loss of openness within parcel WE5 is likely to combine with existing ribbon development to give a visual impression of settlements merging.</p>	Strong
P3	The parcel possesses the characteristics of the open countryside, comprising wooded and open areas and being free from development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

6. West End

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2018 Study rated a larger parcel as functioning moderately against Purpose 2. In contrast, the current study attributes a strong rating to Purpose 2. Despite the moderate rating within the 2018 Study, the 2018 Study recognises that the southern part of the site alongside Beldam Bridge Road could be considered to make a greater contribution to perceived separation than land further from connecting roads. The current parcel lies adjacent to Beldam Bridge Road and the findings reflect the comments made in the 2018 Study.

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

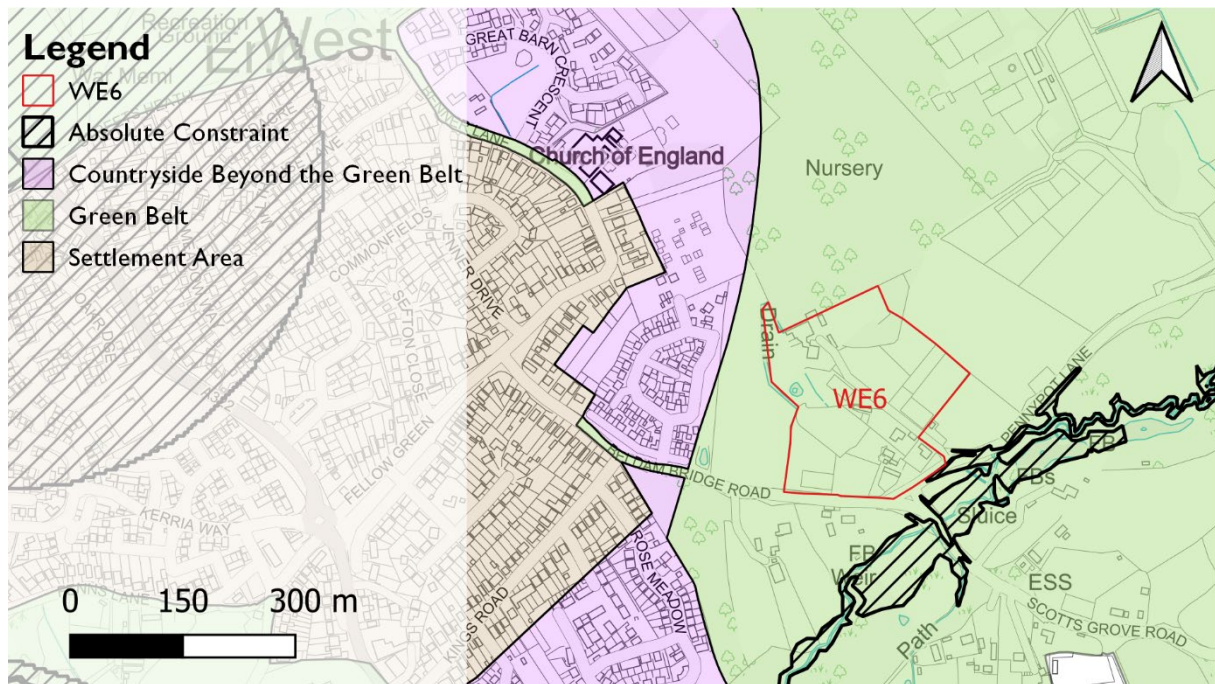
Discussion of Findings:

Development in WE7 would be disconnected from the defined settlement area of West End, however it is recognised that land between the settlement and the parcel has now been developed and as a result development in WE7 would not necessarily relate poorly to the settlement area.

If released individually, development in this location would contain land within WE4, WE6 and WE7, however, WE4 is heavily wooded, which would limit the sense of containment to a degree. Containment is more of a concern for parcel WE6 and WE7 which are largely open. The existing Green Belt boundary in this location is defined by wooded areas within parcel WE5. A similarly robust boundary would not be easily provided if land in WE5 was developed. Release alongside W6 and WE7 would not address these issues.

6. West End

WE6: Land to the north of Beldam Bridge Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G40: Land between Bagshot Road and Pennypot Lane

Parcel G40 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G40 was considered to function strongly against Purposes 2 and 3, owing to the role played by the parcel in preventing development within a gap between Chobham and Lightwater/West End and the parcels generally open character.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

Yes - SLAA site 813 was assessed under the SHSA under reference WE8.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and West End is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. This renders the gap in this location fragile and any development in this vicinity has a significant risk of giving the impression of the settlements merging. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements.</p> <p>The parcel lies between the settlements and adjoins Beldam Bridge Road/Pennypot Lane. Loss of openness within parcel WE6 is likely to combine with existing ribbon development to further undermine the already fragile gap.</p>	Strong
P3	The parcel possesses the characteristics of the open countryside, comprising fields and wooded areas. Development is limited to a handful of scattered residential dwellings/farm buildings not unexpected within the countryside. There is no sense of urbanising influence from neighbouring uses.	Strong

6. West End

P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2018 Study rated a larger parcel as functioning moderately against Purpose 2. In contrast, the current study attributes a strong rating to Purpose 2. Despite the moderate rating within the 2018 Study, the 2018 Study recognises that the southern part of the site alongside Beldam Bridge Road could be considered to make a greater contribution to perceived separation than land further from connecting roads. The current parcel lies adjacent to Beldam Bridge Road and the findings reflect the comments made in the 2018 Study.

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

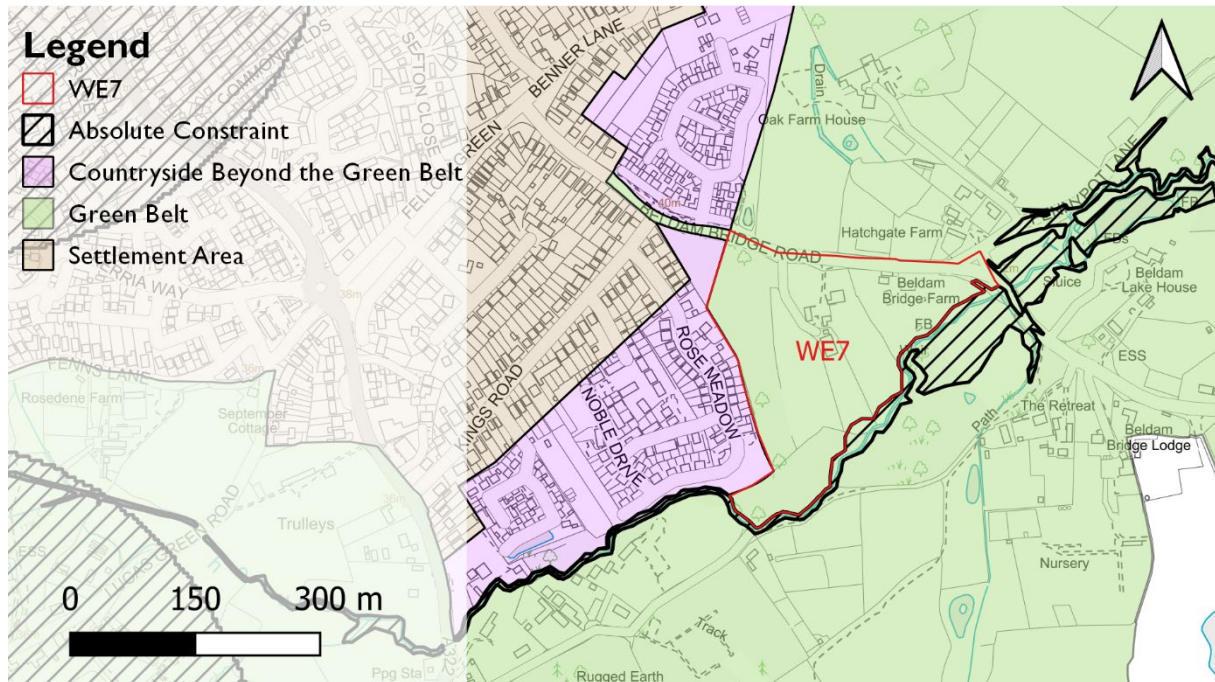
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

If released individually, the parcel would be disconnected from West End. Release alongside WE5 would increase connectivity with the adjoining settlement, but would not be well contained in the landscape. Alternative Green Belt boundaries would also be problematic to define and are likely to be less robust than the current Green Belt boundaries in this location.

6. West End

WE7: Land at Beldam Bridge Farm



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G63: Land south of Beldam Bridge Road

Parcel G63 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the gap between Chobham and West End.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

6. West End

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Chobham and West End is moderate at circa 2.2km. The settlements are directly connected across a relatively flat landscape by the A319 Bagshot Road, Pennypot Lane and by Castle Grove Road. The gap between the settlements has a relatively settled appearance, with several areas of extensive but intermittent ribbon development between the settlements, along the course of all roads via which the settlement gap is largely experienced. This renders the gap in this location fragile and any development in this vicinity has a significant risk of giving the impression of the settlements merging. Elsewhere the gap comprises tree-bordered fields and wooded blocks. Whilst the landscape limits longer views, the nature of the ribbon development between the settlements gives a sense of connectivity to the settlements.</p> <p>The parcel lies between the settlements and adjoins Beldam Bridge Road/Pennypot Lane. Loss of openness within parcel WE7 is likely to combine with existing ribbon development to give a visual impression of settlements merging, undermine the already fragile gap.</p>	Strong
P3	The parcel possesses the characteristics of the open countryside, comprising open fields and wooded areas. Development is limited to a handful of scattered residential dwellings not unexpected within the countryside. There is no sense of urbanising influence from neighbouring uses.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

6. West End

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

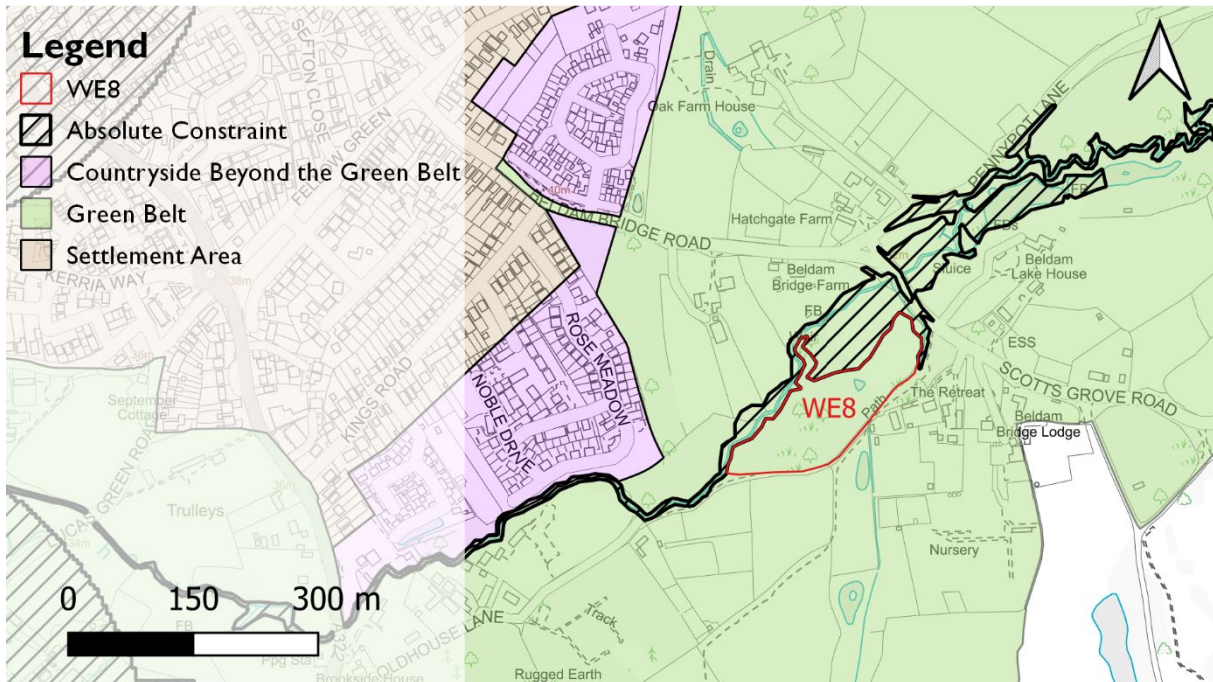
Discussion of Findings:

Development in WE7 would be disconnected from the defined settlement area of West End, however it is recognised that land between the settlement and the parcel has now been developed and as a result development in WE7 would not necessarily relate poorly to the settlement area.

Development within WE7 would be well contained by the landscape which is wooded to the south east and a robust alternative Green Belt boundary could be provided in this location, by the Bourne and its adjoining woodland. Notwithstanding this, development within WE7 could increase containment to parcels WE5 and WE6 (although in the case of WE5, the parcels wooded character would limit the impact of any such containment to some degree). A wider release incorporating WE5 and WE6 is likely to result in the creation of a less robust Green Belt boundary.

6. West End

WE8: Woodland south east of the Bourne



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of Scotts Grove Road and to the east of Guildford Road		
Parcel G62 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
RF5a: Windlebrook and Southern Bourne River Floodplain	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	Parcel WE8 does not lie directly between settlements, however owing to its location, it has an influence of the perception of the gaps between West End and Chobham (linked by Beldam Bridge and Scotts Grove Road which the parcel is adjacent to), and between West End and Bisley, which are linked across a narrow gap of approximately 450m in this location, via a public right of way. and on a public right of way between West End and Bisley. Elsewhere, the gaps between both settlements have been undermined to a degree by dispersed development. Parcel WE8 exhibits a strong rural character and is considered to for part of the strongest and most rural parts of the gap between these settlements. Loss of openness in this location would, in addition to other development, give rise to a sense of connection between the settlements.	Strong
P3	The parcel is heavily wooded and free from development. The parcel possesses the characteristics of the open countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

6. West End

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

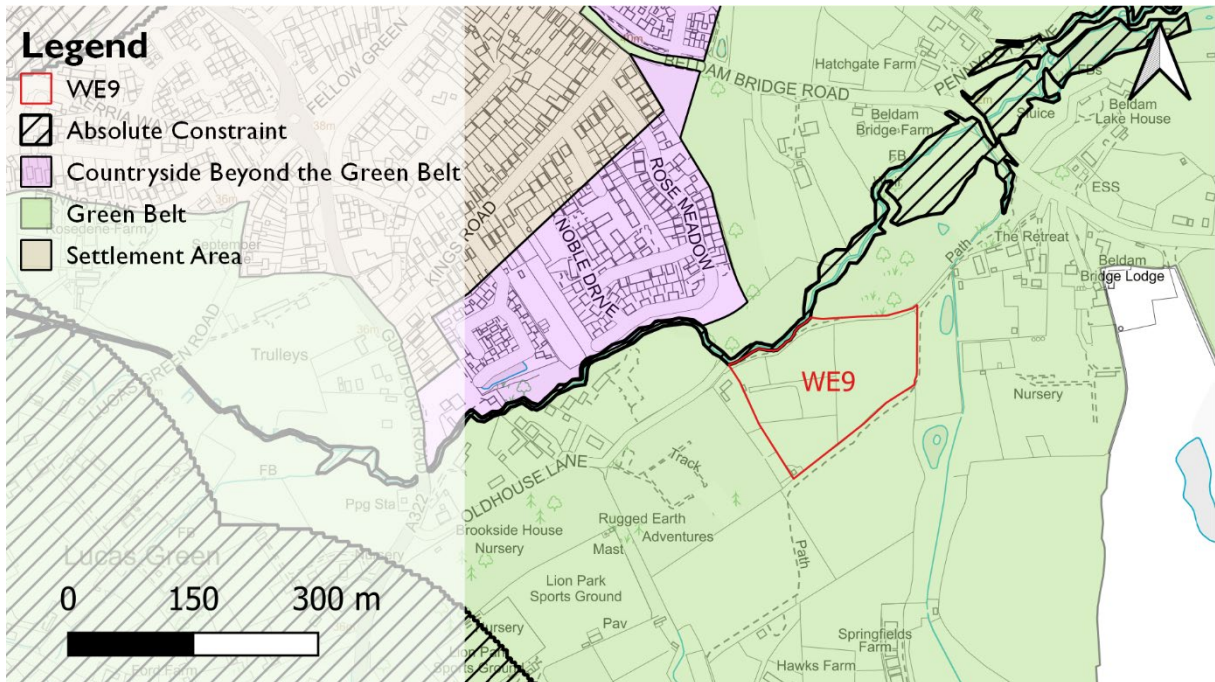
Discussion of Findings:

Parcel WE8 lies within a narrow gap between Bisley and West End. The parcel is not connected to West End and is divorced from the settlement by the Bourne river.

A substantial wider release would be required to connect land within the parcel to either West End or Bisley and in either case, there is envisaged to be issues with defining robust boundaries in addition to the containment of remaining Green Belt land.

6. West End

WE9: Open fields to the south of Oldhouse Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of Scotts Grove Road and to the east of Guildford Road		
Parcel G62 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point. Across their closest point, the settlements are linked by the A322 Guildford Rd and within the narrowest point of the gap there are clusters of ribbon and other development such that any further development across the narrowest part of the gap is likely to result in the merging of the settlements, both visually and physically. The eastern part of the settlement gap remains very narrow at circa 450m and is largely defined by open fields and blocks of trees which provide strong definition between rural and urban areas, with little development present. Across the eastern part of the gap there is a slight sense of connectivity between the settlements arising from footpaths indirectly linking the settlements in this location.</p> <p>The parcel lies within the narrow gap between Bisley and West End and provides part of the strong visual break between the settlements, particularly when experienced from a public right of way connecting the settlements. Loss of openness in this location would significantly undermine the physical and experienced gap between the settlements.</p>	Strong
P3	The parcel comprises open fields and possesses the characteristics of the countryside. The parcel is open and free from development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

6. West End

N/A

Overall Part 1 Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

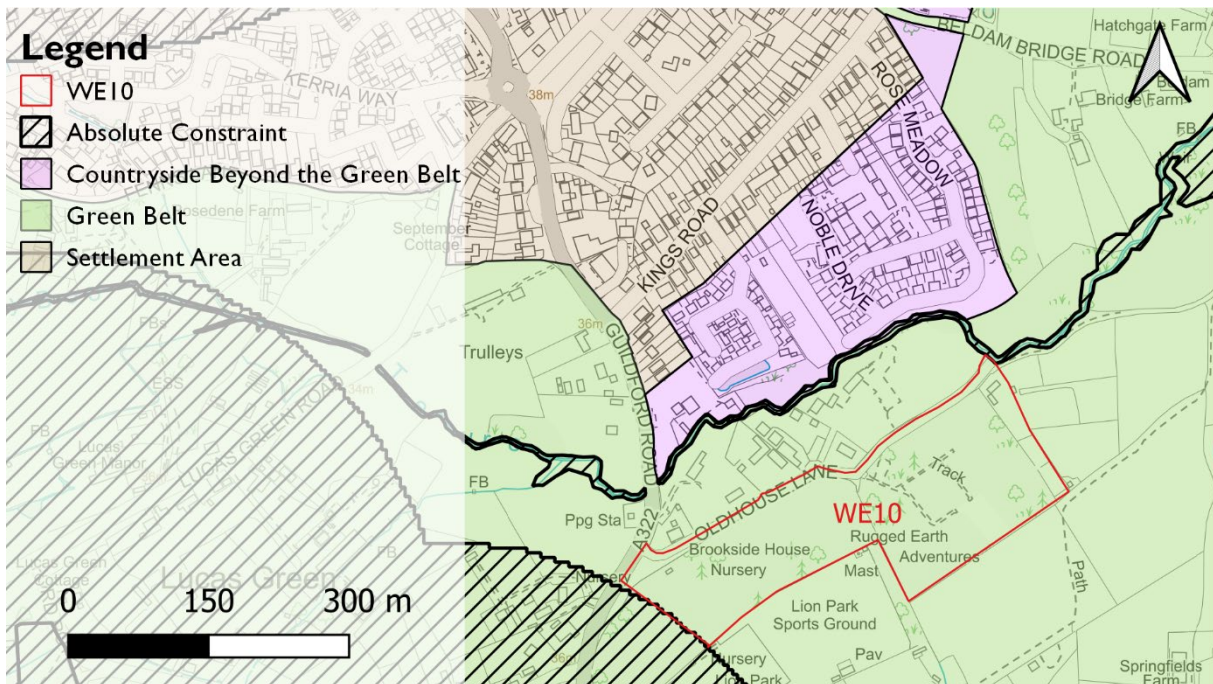
Discussion of Findings:

Parcel WE9 lies within a narrow gap between Bisley and West End. The parcel is not connected to West End and is divorced from the settlement by the Bourne river.

A substantial wider release would be required to connect land within the parcel to either West End or Bisley and in either case, there is envisaged to be issues with defining robust boundaries in addition to the containment of remaining Green Belt land.

6. West End

WE10: Land south of Oldhouse Lane and east of Guildford Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of Scotts Grove Road and to the east of Guildford Road		
Parcel G62 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point. Across their closest point, the settlements are linked by the A322 Guildford Rd. To the western side of the A322, there is a degree of ribbon development adjacent to the A322 (opposite existing development within the defined settlement area; there are also other small clusters development located within the gap. Any further development across the narrowest part of the gap is likely to result in the merging of the settlements, both visually and physically.</p> <p>Parcel WE10 lies within the gap between the settlements and, together with parcel WE13 provides one of the most open parts of the gap between the settlements. Loss of openness in this location would result in the merging of the settlements.</p>	Strong
P3	The parcel comprises a mix of open fields and wooded areas, possessing the characteristics of the countryside. The parcel is open and free from development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

6. West End

Results of Part 2: Wider Impact Assessment

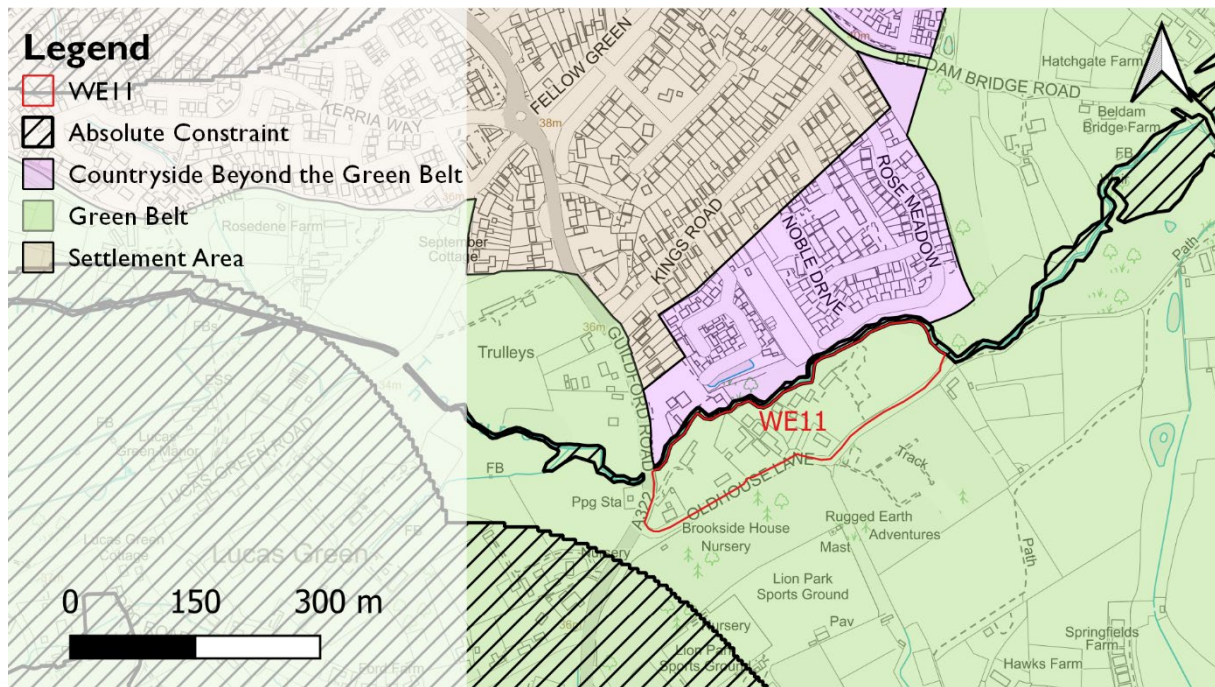
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Parcel WE10 relates poorly to the settlements that it falls between. Development in this location would increase containment of Green Belt to the north (although in some areas this is already developed) and to the south in B11 and B12. The remaining landscape would not contain development in this location well. In the event that the parcel were released alongside WE11, Green Belt land to the south would still be contained and development would still be prominent in the narrow gap.

6. West End

WE11: Land to the south of the Bourne and to the east of Guildford Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of Scotts Grove Road and to the east of Guildford Road

Parcel G62 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ²⁹	Moderate

²⁹ Part of the land within the Parcel was excluded from assessment in the SHLSA

6. West End

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 799 was assessed within the SHSA under reference WE5.	P1	No function
	P2	Strong
	P3	Moderate
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point. Across their closest point, the settlements are linked by the A322 Guildford Rd. There is a degree of ribbon and other development lying within the existing gap. This renders the gap in this location fragile and any development in this vicinity has a significant risk of giving the impression of the settlements merging. The parcel is partly developed but otherwise is open. It is envisaged that any further loss of openness in this location would combine with existing ribbon development to lead to the physical and visual impression of the settlements merging.	Strong
P3	The parcel generally exhibits the characteristics of the countryside, with areas of open land and areas accommodating non-permanent structures. Notwithstanding this, there are some areas of commercial land with an urbanising character, comprising hardstanding with scattered, small buildings (including some unauthorised development). As such the parcel is only considered capable of performing moderately against Purpose 3.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

6. West End

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 study the parent parcel was rated as performing strongly against Purpose 3. The current study, which focuses on a smaller part of the parent parcel, down rates the performance of the parcel against Purpose 2 to moderate reflecting the specific characteristics of the smaller parcel. Findings also reflect the 2018 Study.

Overall Part I Rating

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

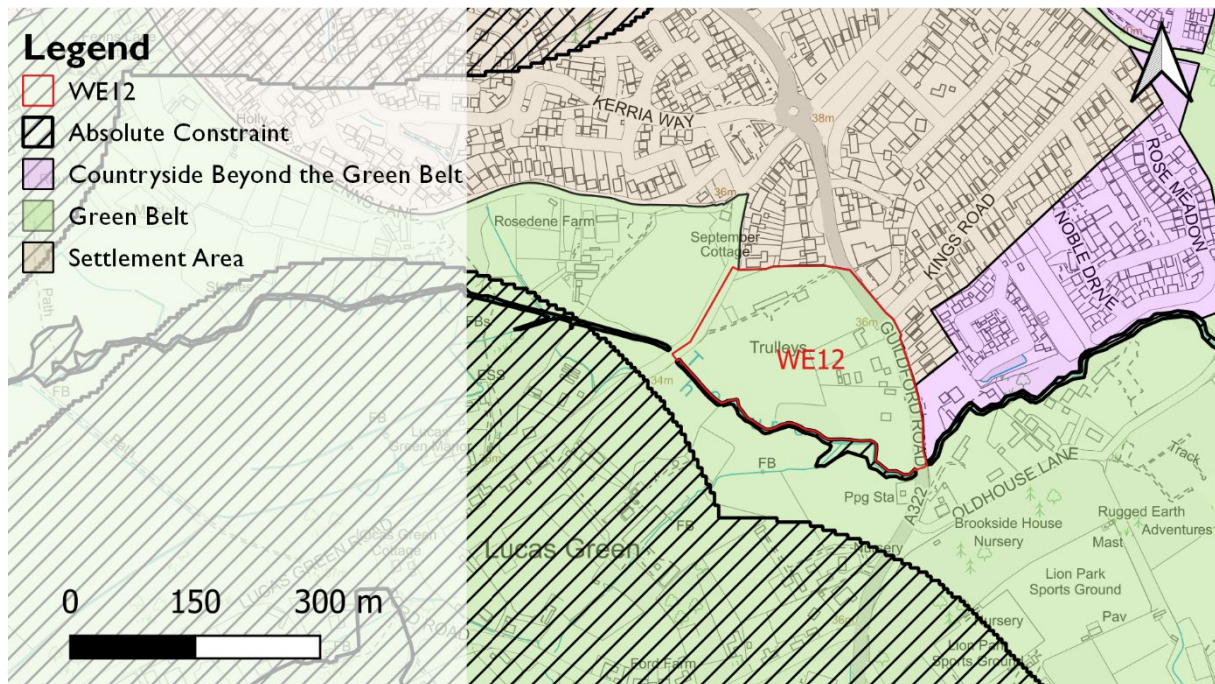
Further development within WEI I would be disconnected from the defined settlement area of West End, however it is recognised that land between the settlement and the parcel has now been developed and as a result development in WEI I would not necessarily relate poorly to the settlement area.

The parcel is, on balance relatively well contained by the surrounding landscape, which is generally well wooded, although some areas are less wooded than others. In this location, the existing Green Belt boundary is defined by the Bourne. An alternative boundary could be re-provided (by woodland) to the south east of the parcel, however this is considered to be a lack robustness in areas. Further development within the parcel could increase connectivity with development outside of the parcel to further undermine the narrow gap between West End and Bisley.

It is not envisaged that a wider release would address any of the issues identified.

6. West End

WE12: Land between Lucas Green Road and Guildford Road, north of the Bourne



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G62: Land to the south of Scotts Grove Road and to the east of Guildford Road		
Parcel G62 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ³⁰	Moderate

³⁰ Part of the land within the Parcel was not assessed under the SHLSA

6. West End

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between West End and Bisley, in a prominent position adjacent to the main highway connecting the settlements and where the gap reduces to circa 350m. On balance the parcel is considered to function moderately against Purpose 2; although part of the parcel is open and undeveloped, including some land adjacent the highway, it is noted that there is a degree of visible ribbon development adjacent to the highway. Together with development to the opposite site of the highway, the land here reads partly as existing settlement. Some loss of openness could occur in this location, on balance.	Moderate
P3	The parcel generally possesses the characteristics of the open countryside, however, the parcel is bound to the north and east by residential development which spills over into the parcel and on balance, offers the parcel a partly urbanised character.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study rated the parent parcel as having a strong function against Purposes 2 and 3. The current study downgrades the performance of the parcel to moderate against both purposes despite the boundaries of the parcel being coincidental to those of the 2017 Study. The difference in ratings is attributed to the greater emphasis placed on urbanising development and connectivity in the current study.

6. West End

Overall Part 1 Rating:	Moderate Function
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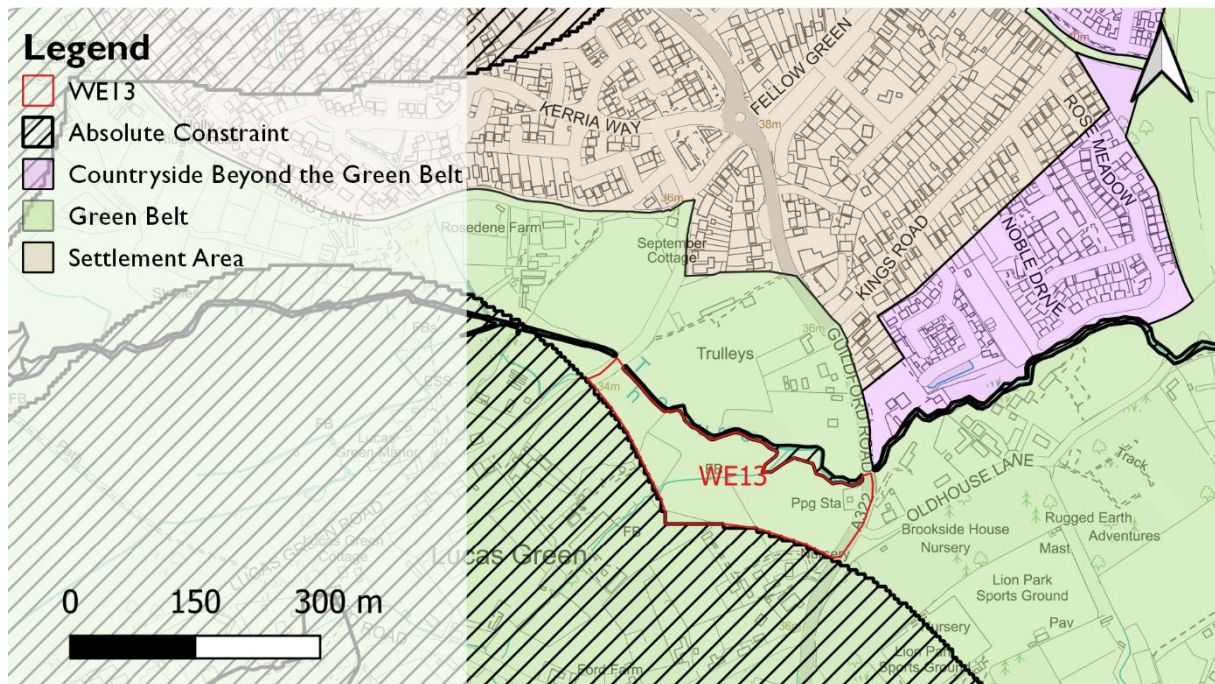
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [WE12, WE14 – WE16]	Lower Risk

Discussion of Findings:
<p>Development within parcel WE12 would result in the increased containment of Green Belt land within WE14. In this location, the Green Belt boundary is well defined by highways, however, some areas of development have crossed this threshold. Strong, wooded field boundaries and the Bourne in this location would provide reasonable alternative boundaries.</p> <p>If released in conjunction with WE14 – WE16, it is recognised that the wooded field boundaries in this location would provide reasonable alternative Green Belt boundaries and both the landscape in this area is relatively containing; the Thames Basin Heaths Special Protection Area further assists with the containment of development and the wider Green Belt in itself would not be subject to a significant degree of containment.</p>

6. West End

WE13: Land between Lucas Green Road and Guildford Road, south of the Bourne



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G68: Land between Ford Road and Lucas Green Road		
Parcel G68 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel is considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

6. West End

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point. Across their closest point, the settlements are linked by the A322 Guildford Rd. To the western side of the A322, there is a degree of ribbon development adjacent to the A322 (opposite existing development within the defined settlement area; there are also other small clusters development located within the gap. Any further development across the narrowest part of the gap is likely to result in the merging of the settlements, both visually and physically.</p> <p>Parcel WE13 lies within the gap between the settlements and, together with parcel WE10 provides one of the most open parts of the gap between the settlements. Loss of openness in this location would result in the merging of the settlements.</p>	Strong
P3	The parcel possesses the characteristics of the open countryside, comprising a mix of open fields and farms/residential dwellings of a scale and distribution not unexpected within the countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

6. West End

Overall Part I Rating	High Function
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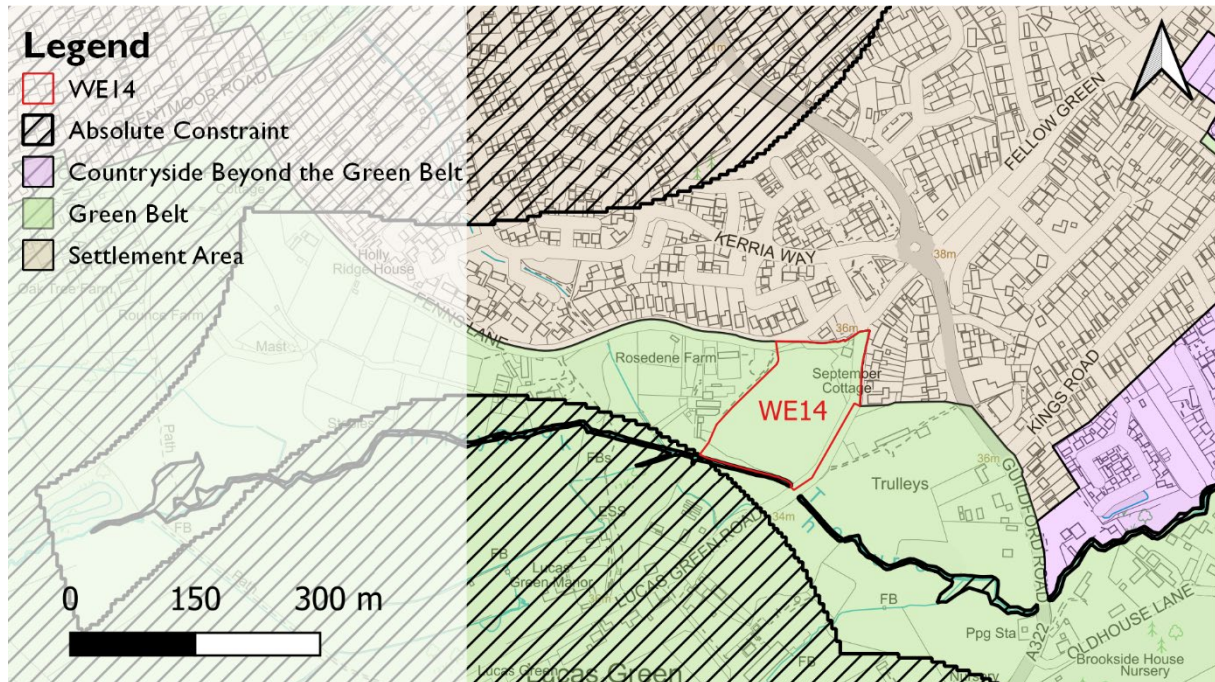
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released individually, the parcel would be disconnected from West End and relate poorly to the settlement.</p> <p>If released alongside parcel WE12, this issue would be addressed but the creation of a more diffuse boundary would result.</p>

6. West End

WE14: Field between Fenns Lane and Lucas Green Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G71: Land to the west of Guildford Road and the settlement area of West End

Parcel G71 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Lightwater, Bisley and West End.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between West End and settlements to the west is broad at circa 3km. There is no direct connectivity between West End and settlements to the west, with the Chobham Ridges providing a strong topographical feature separating the two areas. The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point, where they are linked by the A322. To the westernmost part of the gap between the settlements, despite some small clusters of commercial, residential and rural developments there is little sense of connectivity between the settlements. In a similar vein, there are no direct roads linking the settlements. Large block of woodland and tree bound fields are situated between the settlements in this location, with some of the intervening land either designated as SPA or within the 400m buffer zone of the SPA.</p> <p>Loss of openness to the west of West End in this location is unlikely to have any significant impact upon the perception of the gap between West End and settlements to the west, or the gap between West End and Bisley.</p>	Weak
P3	The parcel comprises an open field which is open, free from development and considered to possess the characteristics of the countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

6. West End

The 2017 study concluded that the parcel functions strongly against Purpose 2, where the current Study concludes that the parcel performs weakly. This reflects the finer grained nature of the study, in addition to the refinement of the methodology, which places more emphasis on the role connectivity plays in settlement gaps.

Overall Part I Rating	Moderate High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [WE14 – WE16, WE12]	Lower Risk

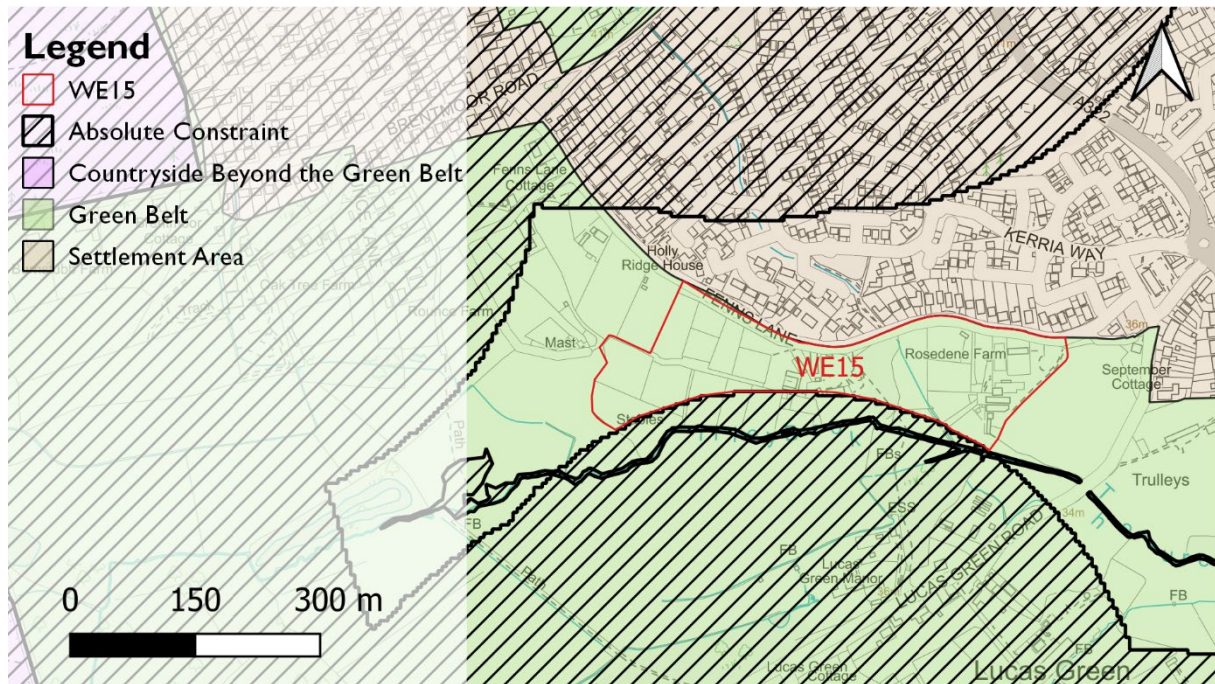
Discussion of Findings:

Development within parcel WE14 would result in the increased containment of Green Belt land within WE15 and WE12. In this location, the Green Belt boundary is well defined by highways, however it is recognised that strong, wooded field boundaries and the Bourne in this location would provide reasonable alternative boundaries.

If released in conjunction with WE15 – WE16 and WE12, it is recognised that strong, wooded field boundaries in this location would provide reasonable alternative Green Belt boundaries and both the landscape in this area is relatively containing; the Thames Basin Heaths Special Protection Area further assists with the containment of development and the wider Green Belt in itself would not be subject to a significant degree of containment.

6. West End

WE15: Land at Fenns Farm and Rosedene Farm



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G71: Land to the west of Guildford Road and the settlement area of West End

Parcel G71 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Lightwater, Bisley and West End.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ³¹	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

³¹ A small area of development which is situated within Parcel WE15 was excluded from the SHLSA assessment

6. West End

2018?

Yes - SLAA site 153 assessed within the 2018 study under reference WE1.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between West End and settlements to the west is broad at circa 3km. There is no direct connectivity between West End and settlements to the west, with the Chobham Ridges providing a strong topographical feature separating the two areas. The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point, where they are linked by the A322. To the westernmost part of the gap between the settlements, despite some small clusters of commercial, residential and rural developments there is little sense of connectivity between the settlements. In a similar vein, there are no direct roads linking the settlements. Large block of woodland and tree bound fields are situated between the settlements in this location, with some of the intervening land either designated as SPA or within the 400m buffer zone of the SPA.</p> <p>Loss of openness to the west of West End in this location is unlikely to have any significant impact upon the perception of the gap between West End and settlements to the west, or the gap between West End and Bisley.</p>	Weak
P3	The parcel principally comprises open fields and farm/equestrian buildings, which although having an impact upon the openness of the countryside, are not unexpected within the countryside. There is little sense of urbanising influence from adjacent land.	Strong

6. West End

P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 and 2018 studies concluded that the parcel functions moderately to strongly against Purpose 2, where the current Study concludes that the parcel performs weakly. This reflects the finer grained nature of the study, in addition to the refinement of the methodology, which places more emphasis on the role connectivity plays in settlement gaps.

Overall Part I Rating

Moderate High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [WE14 – WE16, WE12]	Lower Risk

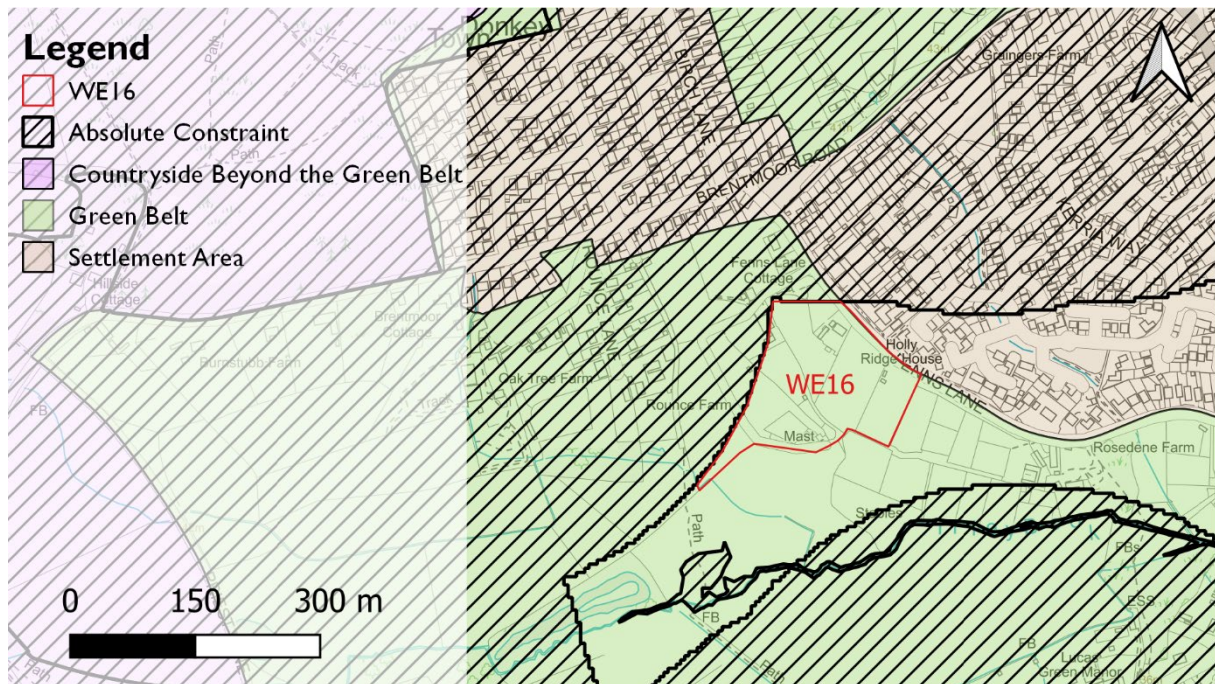
Discussion of Findings:

Development within parcel WE156 would result in the increased containment of Green Belt land to the north west, south and to the south east. Notwithstanding this, the landscape would function reasonably well to contain development itself in this location and wooded field boundaries would provide discernible Green Belt boundaries.

If released in conjunction with WE14 – WE16 and WE12, it is recognised that strong, wooded field boundaries in this location would provide reasonable alternative Green Belt boundaries and both the landscape in this area is relatively containing; the Thames Basin Heaths Special Protection Area further assists with the containment of development and the wider Green Belt in itself would not be subject to a significant degree of containment.

6. West End

WE16: Land at Rounce Farm, west of Fenns Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G71: Land to the west of Guildford Road and the settlement area of West End

Parcel G71 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Lightwater, Bisley and West End.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland ³²	Moderate

³² A small area of development within Parcel WE16 was excluded from the SHLSA study

6. West End

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 239 assessed under the 2018 Study under reference WE3.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between West End and settlements to the west is broad at circa 3km. There is no direct connectivity between West End and settlements to the west, with the Chobham Ridges providing a strong topographical feature separating the two areas. The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point, where they are linked by the A322. To the westernmost part of the gap between the settlements, despite some small clusters of commercial, residential and rural developments there is little sense of connectivity between the settlements. In a similar vein, there are no direct roads linking the settlements. Large blocks of woodland and tree bound fields are situated between the settlements in this location, with some of the intervening land either designated as SPA or within the 400m buffer zone of the SPA.</p> <p>Loss of openness to the west of West End in this location is unlikely to have any significant impact upon the perception of the gap between West End and settlements to the west, or the gap between West End and Bisley.</p>	Weak
P3	The parcel principally comprises open fields and farm buildings, which although having an impact upon the openness of the countryside, are not unexpected within the countryside.	Strong

6. West End

P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 and 2018 studies concluded that the parcel functions moderately to strongly against Purpose 2, where the current Study concludes that the parcel performs weakly. This reflects the finer grained nature of the study, in addition to the refinement of the methodology, which places more emphasis on the role connectivity plays in settlement gaps.

Overall Part I Rating

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels [WE14 – WE16, WE12]	Lower Risk

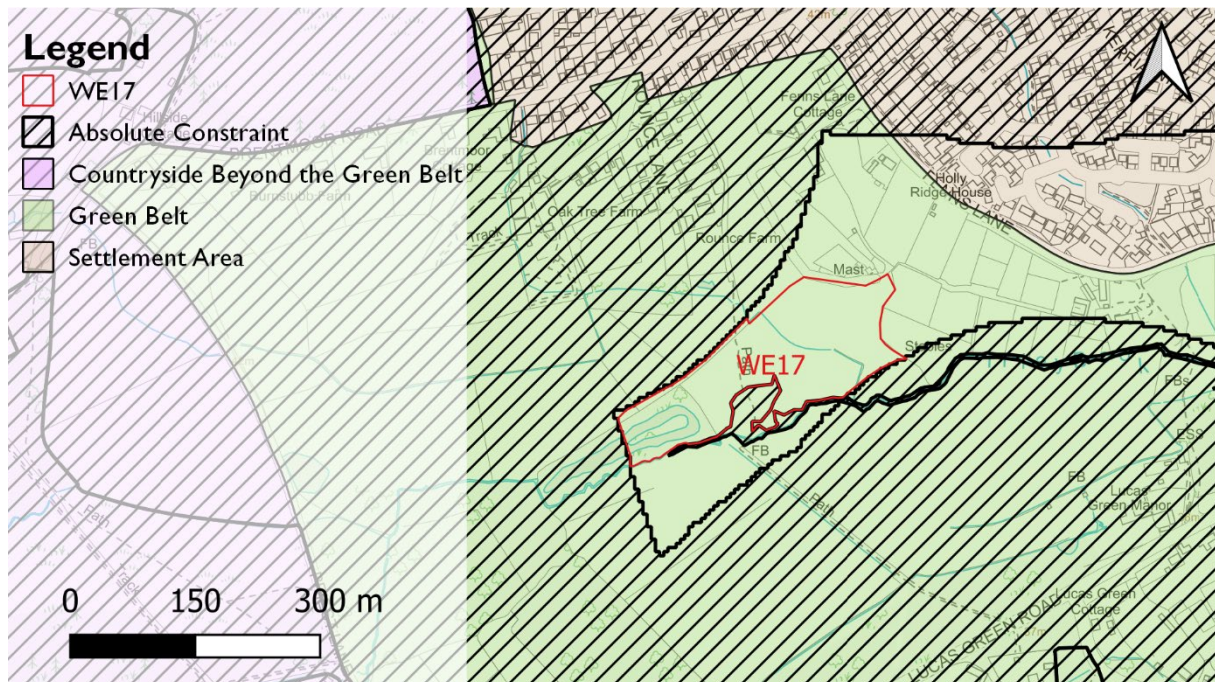
Discussion of Findings:

Development within parcel WE16 would result in the increased containment of Green Belt land to the north west, south and to the south east. It is noted that land to the north west is already partly developed and elsewhere, wooded field boundaries are, on balance, reasonably robust and capable of containing development.

If released in conjunction with WE14 – WE15 and WE12, it is recognised that strong, wooded field boundaries in this location would provide reasonable alternative Green Belt boundaries and both the landscape in this area is relatively containing; the Thames Basin Heaths Special Protection Area further assists with this sense of containment.

6. West End

WE17: Fields north of Trulley Brook



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G71: Land to the west of Guildford Road and the settlement area of West End		
Parcel G71 was not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. The parcel was considered to function strongly against Purposes 2 and 3 as a result of its open, countryside character and the role played by the parcel in preventing development within the narrow gap between Lightwater, Bisley and West End.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7c: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate

Assessed under the Surrey Heath Sites Appraisal (SHSA)

6. West End

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between West End and settlements to the west is broad at circa 3km. There is no direct connectivity between West End and settlements to the west, with the Chobham Ridges providing a strong topographical feature separating the two areas. The gap between Bisley and West End is very narrow with less than 300 metres between the settlements at their closest point, where they are linked by the A322. To the westernmost part of the gap between the settlements, despite some small clusters of commercial, residential and rural developments there is little sense of connectivity between the settlements. In a similar vein, there are no direct roads linking the settlements. Large block of woodland and tree bound fields are situated between the settlements in this location, with some of the intervening land either designated as SPA or within the 400m buffer zone of the SPA.</p> <p>Loss of openness to the west of West End in this location is unlikely to have any significant impact upon the perception of the gap between West End and settlements to the west, or the gap between West End and Bisley.</p>	Weak
P3	The parcel comprises open fields and possesses the characteristics of the open countryside. The parcel is free from development and there is no sense of urbanising influence from neighbouring land.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

6. West End

The 2017 study concluded that the parcel functions strongly against Purpose 2, where the current Study concludes that the parcel performs weakly. This reflects the finer grained nature of the study, in addition to the refinement of the methodology, which places more emphasis on the role connectivity plays in settlement gaps.

Overall Part I Rating

**Moderate High
Function**

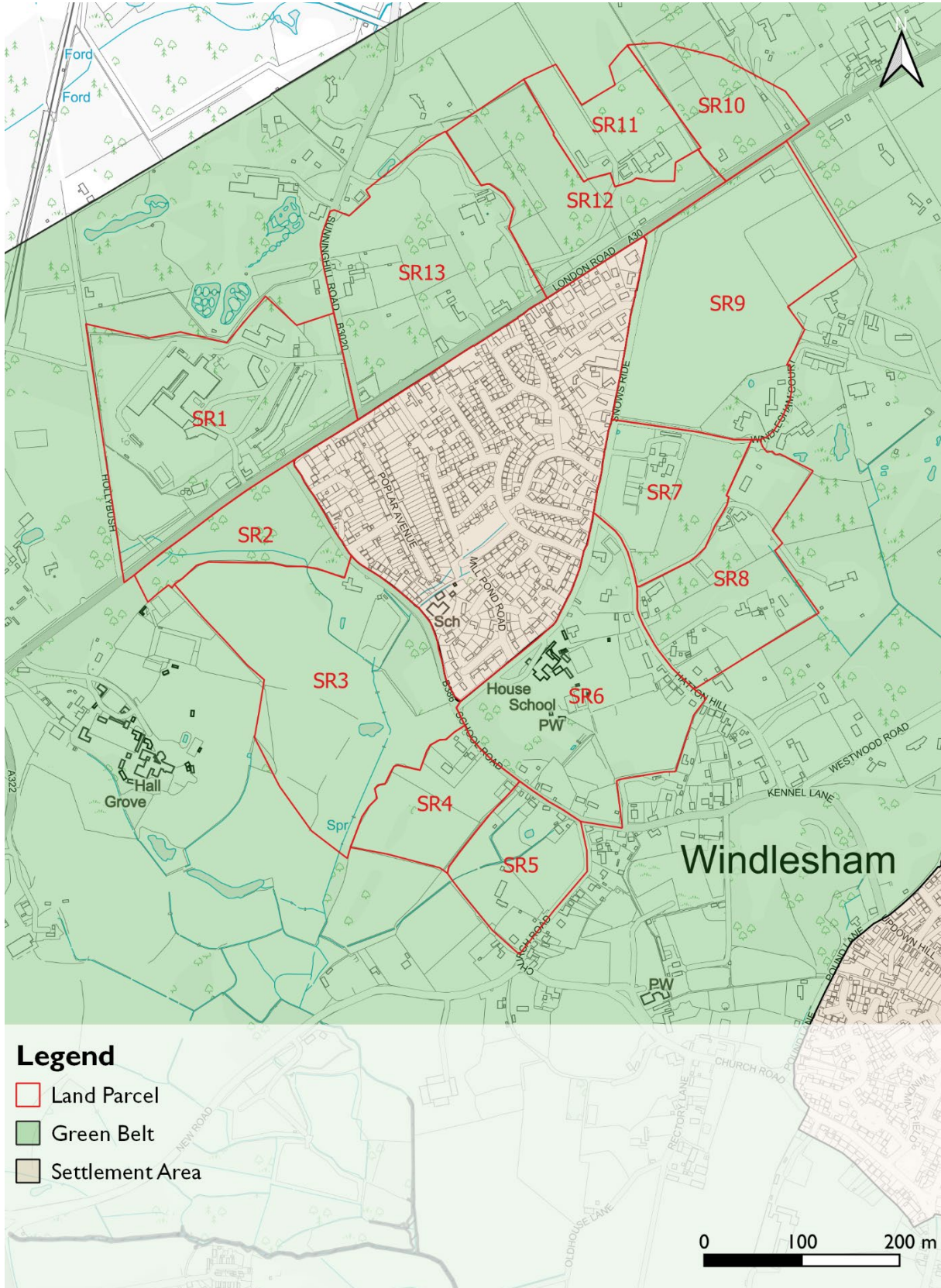
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

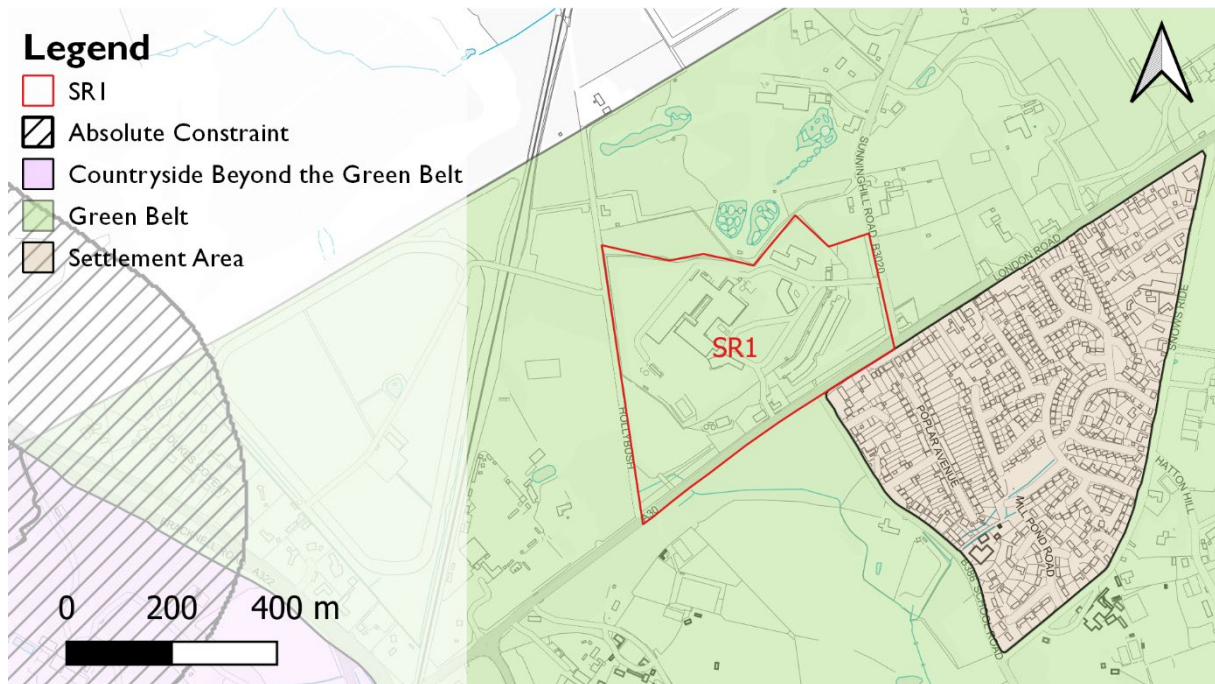
Development within parcel WE17 would be disconnected from the settlement and would result in the increased containment of Green Belt land to the north west and within WE16/WE15. Land to the north is particularly fragile, owing to existing development. It is not envisaged that these concerns would be addressed if the parcel was released along with other Land parcels.

7. Windlesham (Snows Ride)



7. Windlesham (Snows Ride)

SR1: Land to the north of the A30 London Road and to the west of the B3020 Sunninghill Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G2a: Land north of London Road and west of Sunninghill Road		
Parcel G2a was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Owing to its developed character, parcel G2a was considered to function weakly against Purpose 2 and 3, compromising openness along key routes between settlements.	P1	No function
	P2	Weak
	P3	Weak
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6a: Windlesham Settled and Wooded Sandy Farmland	Moderate

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between Bagshot and Snows Ride and in a position to influence the perception of the narrow gap between Snows Ride and Sunninghill/South Ascot. Parcel is considered to perform weakly against Purpose 2. The parcel itself is relatively heavily developed and whilst set in well wooded surroundings, that to a degree limit visibility of development from the adjoining highways, it is considered that given the scale of development within the parcel and the reliance on tree screening to limit its impact in this respect, the parcel is considered to perform weakly.	Weak
P3	The parcel comprises a research and development complex set within wooded and landscaped surroundings. The parcel exhibits some characteristics of the countryside, however urbanising features, including three large buildings and an extensive tiered car park are prevalent and compromise the openness of the parcel overall.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

Low Function

7. Windlesham (Snows Ride)

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

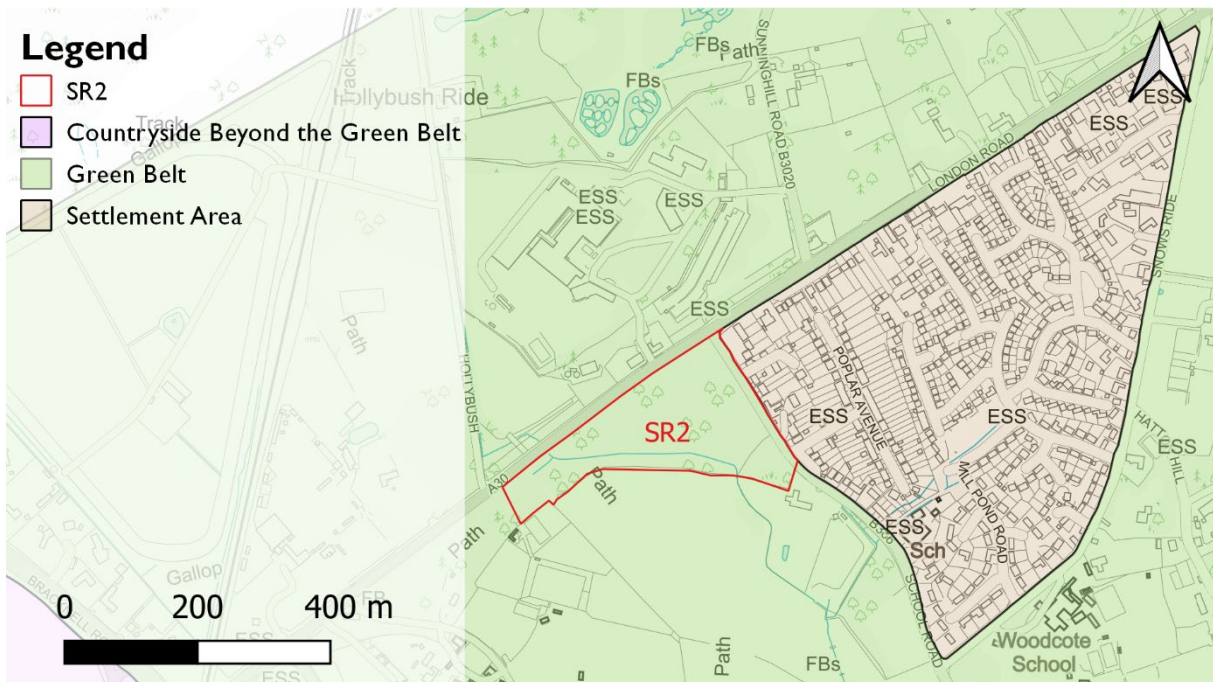
Discussion of Findings:

Development within parcel SR I would generally be well contained within a wooded landscape and whilst there is potential for an increase in containment of neighbouring land, the sense of any containment would largely be limited by the wooded characteristic of the wider area. Wooded boundaries could provide alternative Green Belt boundaries in this location, but are considered to be slightly less robust than the existing highway, which currently forms a clear and decisive Green Belt boundary. Development of the parcel would risk increasing connection between the settlement of Windlesham and Bagshot, by increasing connectivity between Windlesham (Snows Ride) and development outside of the parcel that links the settlements.

Release alongside other parcels would not reduce the identified risk to the wider Green Belt.

7. Windlesham (Snows Ride)

SR2: Woodland south of the A30 London Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G5: Land south of London Road, east of Bracknell Road and west of School Road		
Parcel G5 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G5 was considered to function strongly against Purposes 2 and 3, owing to its open, countryside character and the role played by the parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS5b: Bagshot to Windlesham Settled and Wooded Sandy Farmland	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

7. Windlesham (Snows Ride)

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Snows Ride and Bagshot is narrow at circa 1.2km in the vicinity of the A30 London Road, by which the settlements are directly linked. In some areas, the sense of the gap is undermined by commercial development, particularly in the environs of the A30 London Road, rendering the already narrow gap relatively fragile. As a result, any loss of openness within the narrowest part of this gap (within which the current parcel sits), would likely give rise to the sense of settlements merging.	Strong
P3	The parcel is wholly wooded and is free from development. There is little sense of urbanising influence from neighbouring land. As such the parcel is considered to possess the characteristics of the open countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

Level of Impact

7. Windlesham (Snows Ride)

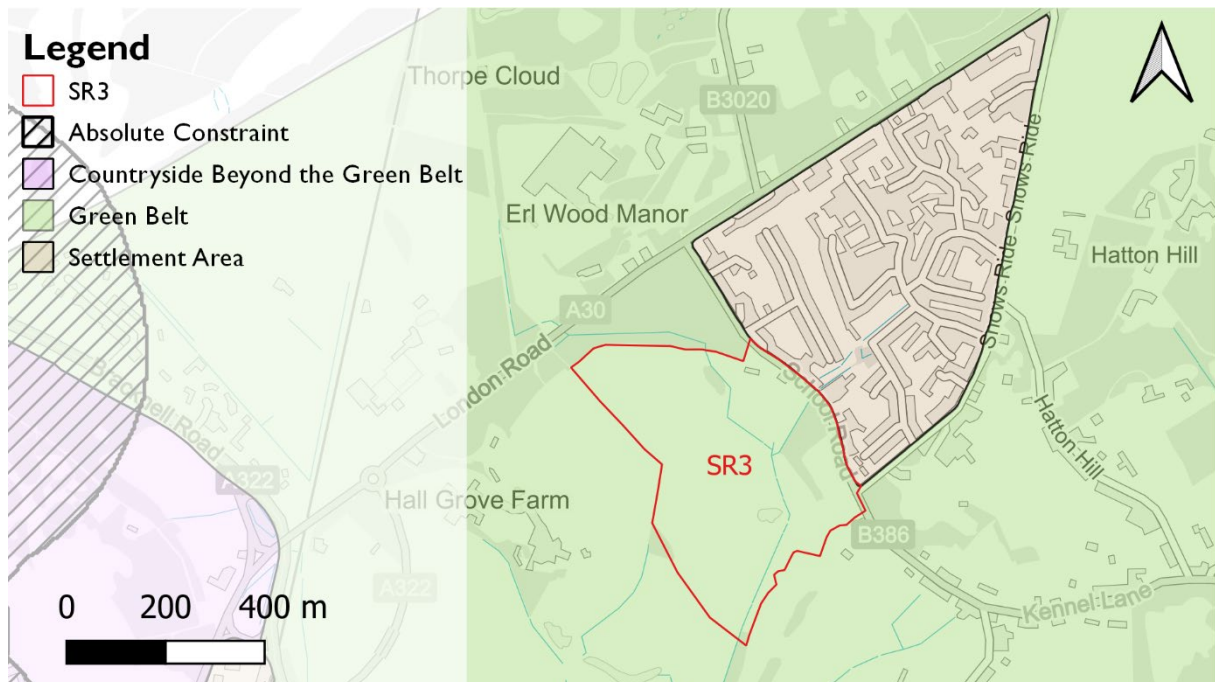
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Release of parcel SR2 would result in increased containment of land within parcel SR3. The boundary of the Green Belt in this location is strongly defined by School Road; the alternative boundary would be comparably weak. If released in conjunction with parcel SR3, development would be less well contained by the landscape and there are few alternative robust boundary features which could be used to define revised boundaries in this location (there are tree belts within the Golf course however these are sparse in areas). A wider release would not address these issues.

7. Windlesham (Snows Ride)

SR3: Land at Windlesham Golf Course, south west of School Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G5: Land south of London Road, east of Bracknell Road and west of School Road		
Parcel G5 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G5 was considered to function strongly against Purposes 2 and 3, owing to its open, countryside character and the role played by the parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS5b: Bagshot to Windlesham Settled and Wooded Sandy Farmland	Moderate-high
SS5c: Bagshot to Windlesham Settled and Wooded Sandy Farmland	Low-moderate

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Snows Ridge and Bagshot is narrow at circa 1.2km. The settlements are connected by the A30 to the north and by New Road, further southwards. Parcel SR3 accommodates part of Windlesham Golf Course, which in some areas connects the settlements. The landscape of the Golf course is relatively open, with land rising to the north east, adjacent to Snows Ride. In some areas of the settlement gap, the sense of the gap is undermined by commercial development, particularly in the environs of the A30 London Road, rendering the already narrow gap relatively fragile. Taking existing development and the landscape characteristics of this part of the gap into account, it is considered that any loss of openness within the narrowest part of this gap (within which the current parcel sits), would likely give rise to the sense of settlements merging.	Strong
P3	The parcel comprises a golf course and possesses the characteristics of the open countryside. The parcel is largely free from development, notwithstanding a detached residential dwelling not unexpected within the countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

7. Windlesham (Snows Ride)

Overall Part 1 Rating	High Function
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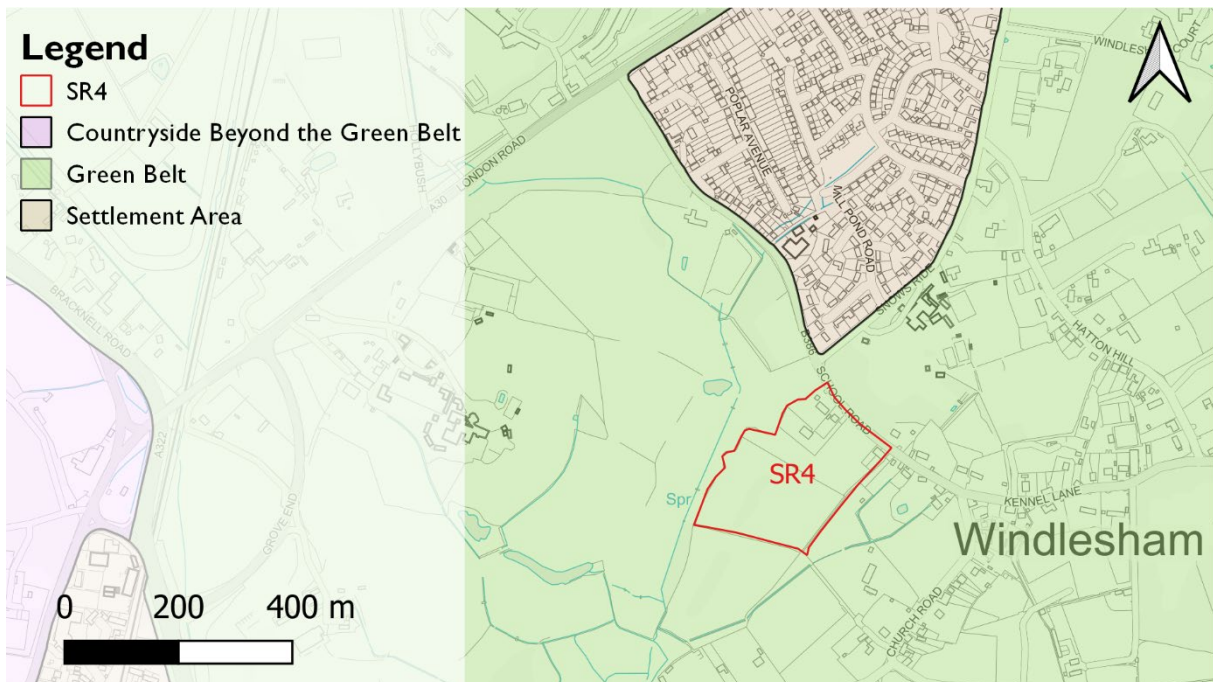
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>Release of parcel SR3 would result in increased containment of land within parcels SR2 and SR4. The wooded character of SR4 would limit the impact of this containment to a degree, but land in parcel SR4 would be sensitive to this containment. The boundary of the Green Belt in this location is strongly defined by School Road; the alternative boundary would generally be weak (there are tree belts within the Golf course however these are sparse in areas). Furthermore the landscape in this area is relatively poorly contained. Release in conjunction with parcels SR1, SR4 and SR5 would not address these issues and would conjoin areas of ribbon development, rendering the definition between rural and urban areas in this location even less clear.</p>

7. Windlesham (Snows Ride)

SR4: Land to the south west of School Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G5: Land south of London Road, east of Bracknell Road and west of School Road		
Parcel G5 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G5 was considered to function strongly against Purposes 2 and 3, owing to its open, countryside character and the role played by the parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS5b: Bagshot to Windlesham Settled and Wooded Sandy Farmland ³³	Moderate-high

³³ Part of the land within the Parcel was not assessed under the SHLSA

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Snows Ride is narrow at under 1km. The settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	The parcel is considered to possess the characteristics of the open countryside, with development within the parcel limited to a couple of residential dwellings only.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk

7. Windlesham (Snows Ride)

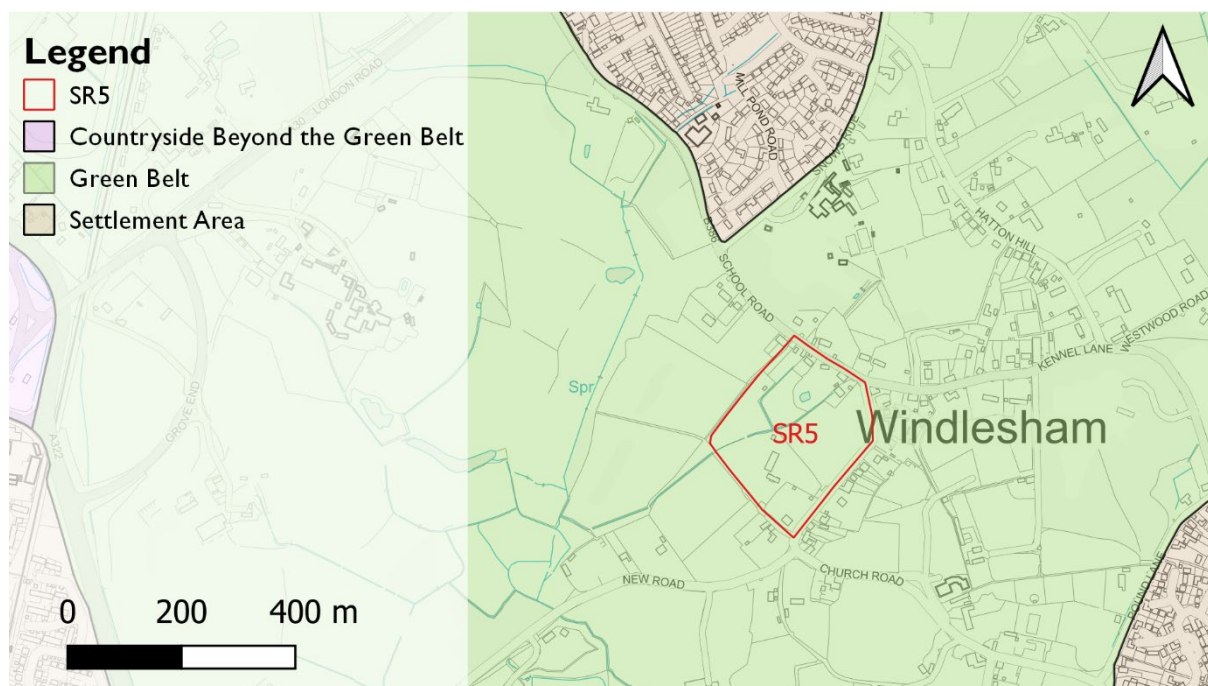
If released in conjunction with adjoining parcels	N/A
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Discussion of Findings:

Release of parcel SR4 would relate poorly to the nearest settlements. Release in conjunction with parcels SR2 – SR3 or more widely at SR2 – SR5 would be poorly contained by the landscape and would create a diffuse boundary. Release in this location would conjoin areas of ribbon development with the settlement of Windlesham (Snows Ride), rendering the definition between rural and urban areas in this location even less clear.

7. Windlesham (Snows Ride)

SR5: Land to the south west of School Road and to the west of Church Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G5: Land south of London Road, east of Bracknell Road and west of School Road

Parcel G5 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G5 was considered to function strongly against Purposes 2 and 3, owing to its open, countryside character and the role played by the parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS5b: Bagshot to Windlesham Settled and Wooded Sandy Farmland ³⁴	Moderate-high

³⁴ Part of the land within the Parcel was not assessed under the SHLSA

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies in a location with capacity to affect the perception of the narrow gap between Windlesham and Snows Ride and between Snows Ride and Bagshot.</p> <p>The settlements of Snows Ride and Windlesham are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.</p> <p>The role the parcel plays in respect of the gap between Windlesham and Bagshot is less significant.</p>	Strong
P3	The parcel generally possesses the characteristics of the open countryside, however the intensity of residential development within this parcel is slightly higher than the neighbouring parcel at SR4, compromising openness on a localised basis.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the larger parent parcel was considered to function Strongly against Purpose 3. In contrast, the current Study identified the parcel as functioning moderately. This difference is attributed to the spatial characteristics of the (smaller) parcel assessed through the current Study.

7. Windlesham (Snows Ride)

Overall Part 1 Rating	Moderate High Function
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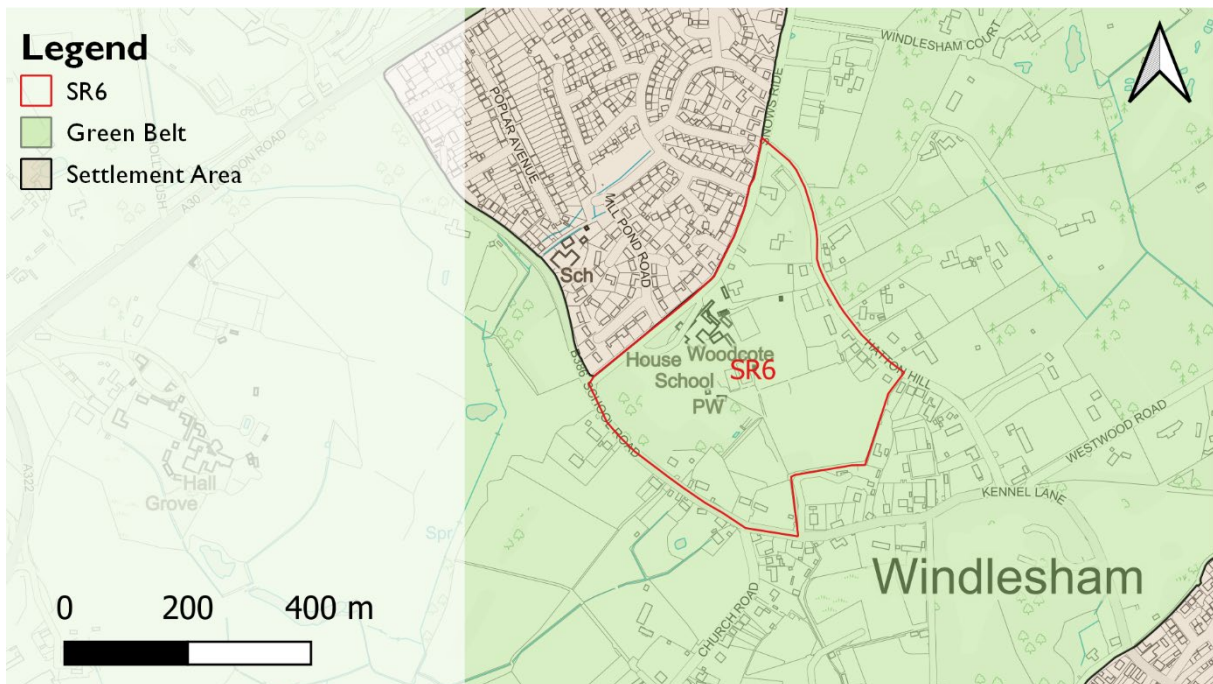
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
Release of parcel SR5 would relate poorly to the nearest settlements. Release in conjunction with parcels SR2 – SR4 would be poorly contained by the landscape and would create a diffuse boundary. Release in this location would conjoin areas of ribbon development with the settlement of Windlesham (Snows Ride), rendering the definition between rural and urban areas in this location even less clear.

7. Windlesham (Snows Ride)

SR6: Land to the south east of Snows Ride and to the north east of School Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G9: Land to the south east of Snows Ride and south west of Hatton Hill		
Parcel G9 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and separation from historic settlements. Parcel G9 was considered to function weakly to moderately against Purposes 2 and 3, owing to ribbon development within the parcel	P1	No function
	P2	Weak
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS5b: Bagshot to Windlesham Settled and Wooded Sandy Farmland ³⁵	Moderate-high

³⁵ Part of the land within the Parcel was not assessed under the SHLSA

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Insert Relevant Details tbc.

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Snows Ride is narrow at under 1km. The settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	The parcel generally exhibits characteristics of the open countryside, accommodating a number of open fields, however ribbon development is prevalent throughout the parcel and a large school complex is situated centrally to the parcel, such that openness is compromised on a localised basis and open land feels relatively contained. As such the parcel is considered to function moderately (on balance).	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

There is a significant difference in the assessments made under the 2017 Study, in which the parent parcel was considered to function weakly against Purpose 2, compared to Strongly within the current assessment. This is attributed to the spatial characteristics of the parent parcel compared to the current parcel, in addition to the adjusted approach to considering settlement gaps.

7. Windlesham (Snows Ride)

Overall Part I Rating	Moderate High Function
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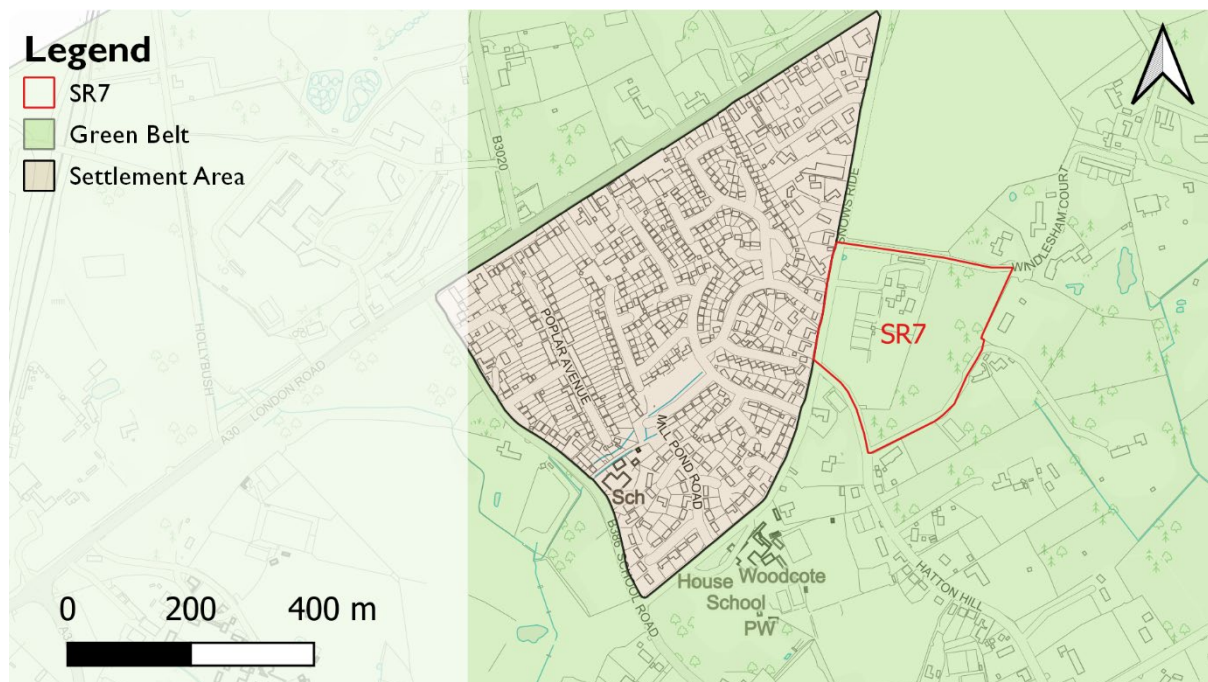
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
Release of parcel SR6 would result in increased containment of land within parcel SR7 although wooded areas would limit the impact of this containment to a degree. The boundary of the Green Belt in this location is defined by Snows Ride, however it is noted that development within the Green Belt in the vicinity of the highway undermines the strength of the current boundary to a degree. The boundaries of the parcel are defined by highways and would both be equal to the current boundary in strength, in addition to containing development in this location. Notwithstanding this, development in this location would conjoin areas of ribbon development with Windlesham (Snows Ride), rendering the definition between rural and urban areas in this location even less clear. Release of the parcel in conjunction with any neighbouring parcels is unlikely to overcome these issues.

7. Windlesham (Snows Ride)

SR7: Land at Snows Ride Farm



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI0: Land to the north east of Hatton Hill and to the south of the A30 London Road

Parcel GI0 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI0 was considered to function strongly to moderately against Purposes 2 and 3, owing to its role in preventing development between Windlesham and Windlesham (Snows Ride) and Sunningdale. The function of the parcel against Purpose 3 is undermined to a degree by the residential development present throughout the parcel.

P1	No function
P2	Strong
P3	Moderate
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6a: Windlesham Settled and Wooded Sandy Farmland	Moderate
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 276 was assessed in the SHSA under reference WINI.	P1	No function
	P2	Strong
	P3	Moderate
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Snows Ride is narrow at under 1km. The settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	On balance, the parcel generally possesses the characteristics of the countryside. There is a cluster of development within the parcel which compromises openness on a localised basis, however the remainder of the parcel is of an open, countryside character.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

7. Windlesham (Snows Ride)

Overall Part 1 Rating	Moderate High Function
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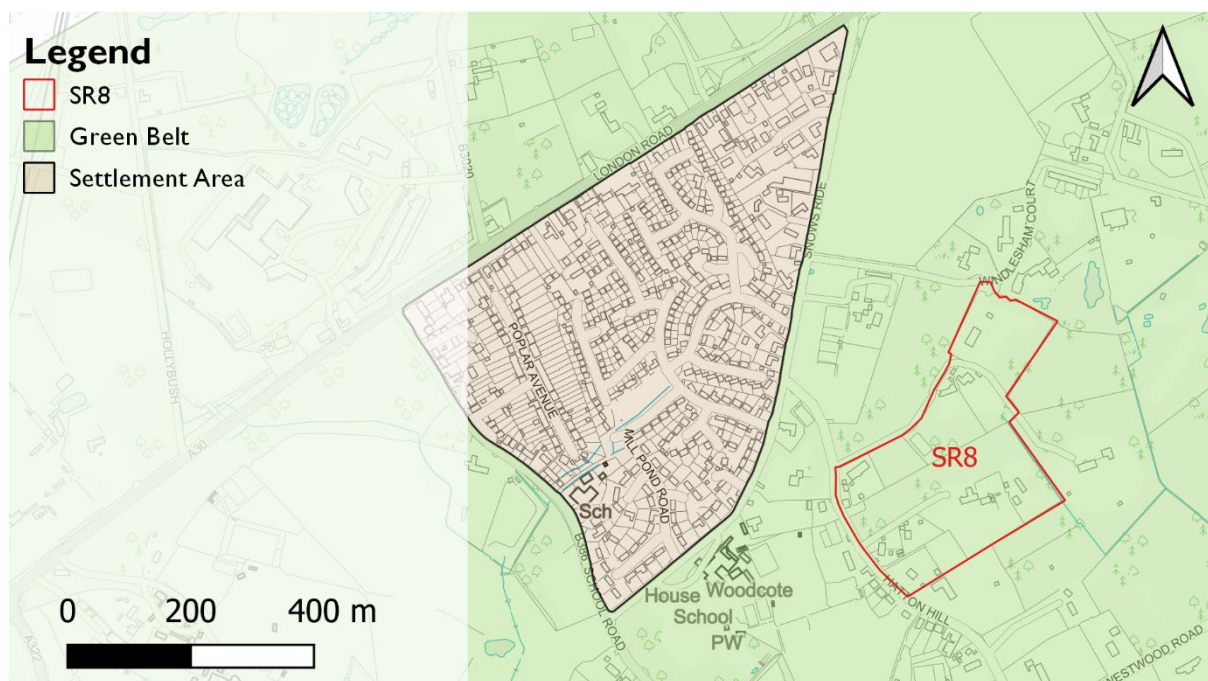
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
Development within parcel SR7 would generally be well contained by the landscape and in most areas wooded field boundaries would provide alternative Green Belt boundaries, although these are slightly less robust than the highways which currently define the Green Belt boundary in this location. The alternative boundary in this location may connect the settlement with the dispersed residential development present to the south and north east, which may lead the Green Belt boundary in this location to be perceived as diffuse. Release with adjacent parcels would not address or overcome this issue.

7. Windlesham (Snows Ride)

SR8: Land to the north east of Hatton Hill



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI0: Land to the north east of Hatton Hill and to the south of the A30 London Road

Parcel GI0 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI0 was considered to function strongly to moderately against Purposes 2 and 3, owing to its role in preventing development between Windlesham and Windlesham (Snows Ride) and Sunningdale. The function of the parcel against Purpose 3 is undermined to a degree by the residential development present throughout the parcel.

P1	No function
P2	Strong
P3	Moderate
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland ³⁶	Moderate-high

³⁶ Part of the land within the Parcel was not assessed under the SHLSA

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Snows Ride is narrow at under 1km. The settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	The parcel is extensively wooded and generally possesses the characteristics of the open countryside, however, there is slightly more residential development within the parcel than would usually be expected in a countryside location, with a small cluster of more urbanising development located adjacent to Hatton Hill and a handful of larger scale residential dwellings situated elsewhere throughout the parcel.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

Moderate High Function

7. Windlesham (Snows Ride)

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

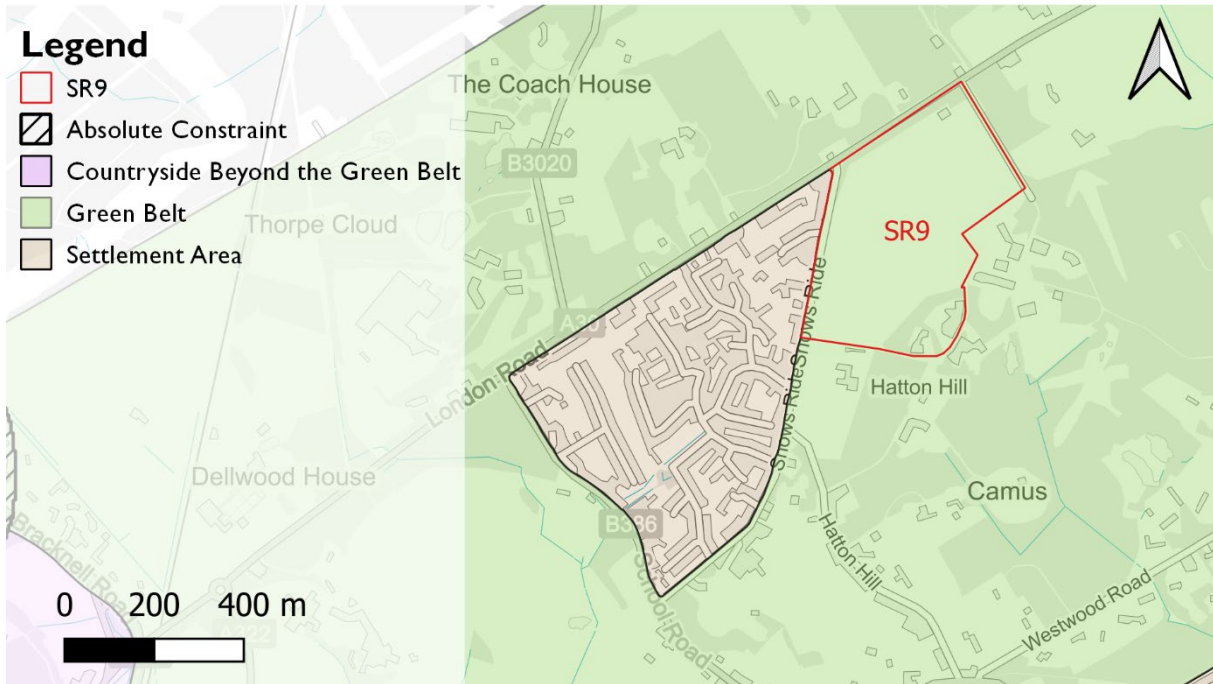
Discussion of Findings:

Development within parcel SR8 would relate poorly to the settlement area of Windlesham (Snows Ride).

Release in conjunction with adjoining parcels would be likely to result in a less robust boundary and would increase connection between the settlement area and dispersed residential development present to the south and south east, which may increase perception that the Green Belt boundary is diffuse.

7. Windlesham (Snows Ride)

SR9: Land to the south of the A30 London Road and to the west of Snows Ride



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G10: Land to the north east of Hatton Hill and to the south of the A30 London Road		
Parcel G10 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G10 was considered to function strongly to moderately against Purposes 2 and 3, owing to its role in preventing development between Windlesham and Windlesham (Snows Ride) and Sunningdale. The function of the parcel against Purpose 3 is undermined to a degree by the residential development present throughout the parcel.	P1	No function
	P2	Strong
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
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7. Windlesham (Snows Ride)

SS6a: Windlesham Settled and Wooded Sandy Farmland ³⁷	Moderate
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 809 was assessed within the SHSA under reference WIN6	P1	No function
	P2	Strong
	P3	Moderate
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within a narrow to moderate gap between Snows Ride and Sunningdale at circa 1.8km. The settlements are connected very directly across the gap by the A30 London Road. Blocks of woodland and open fields comprise parts of the gap, however in other locations residential development and large scale commercial garden centres undermine the gap. Any additional loss of openness within the settlement gap is likely to increase the perception of the settlements merging.</p> <p>The parcel also lies within a narrow gap between Windlesham and Snows Ride, however topography, a wooded landscape and a lack of connectivity between the settlements in this location would mean that loss of openness would not significantly affect the perception of the settlement gap.</p>	Strong

³⁷ Some land within the Parcel has been excluded from assessment under the SHLSA

7. Windlesham (Snows Ride)

P3	The parcel possesses the characteristics of the open countryside, principally comprising two large fields. Although two residential dwellings are situated to the south east of the parcel, and do have a localised impact upon openness, this area is small in scale and as such it is not considered that these undermine the overall performance of the parcel.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study rated the parent parcel as performing moderately against Purpose 3. This was echoed within the 2018 Study, which assessed a SLAA site with boundaries almost identical to the current site. Notwithstanding this, the current study rates the parcel as functioning Strongly against Purpose 3. In respect of the 2017 Study, it is considered that the difference in rating is attributable to the differing characteristics between the parent parcel (which exhibited a somewhat settled character) and the largely open parcel currently under consideration. In respect of the 2018 Study, it is felt that the urbanising influence of surrounding development and the A30 is overstated, on balance.

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

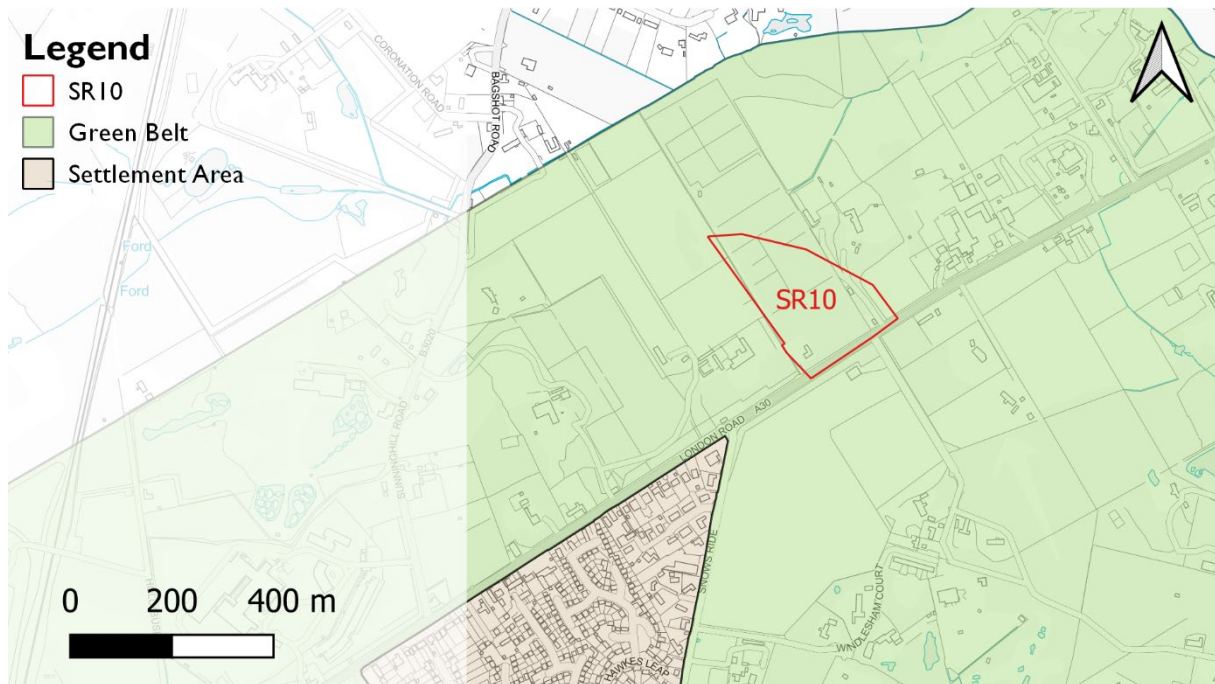
Discussion of Findings:

Development within parcel SR9 would generally be well contained by the landscape and in most areas wooded areas would provide alternative Green Belt boundaries, although these are slightly less robust than the highways which currently define the Green Belt boundary in this location. The alternative boundary in this location may connect the settlement with the dispersed residential development present to the south east, which may lead the Green Belt boundary in this location to be perceived as diffuse. Release with adjacent parcels would not address or overcome this issue.

7. Windlesham (Snows Ride)

7. Windlesham (Snows Ride)

SR10: Woodland north east of Windlesham Hall



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GIa: Land to the north of London Road and to the east of Sunninghill Road		
Parcel GIa was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GIa was considered to function strongly against Purposes 2 and 3. Owing to its developed character, parcel GIb was considered to function weakly, compromising openness along key routes between settlements.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

7. Windlesham (Snows Ride)

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow to moderate gap between Snows Ride and Sunningdale/Sunninghill at circa 1.8km. The settlements are connected very directly across the gap by the A30 London Road. Blocks of woodland and open fields comprise parts of the gap, however in other locations residential development and large scale commercial garden centres undermine the gap. Any additional loss of openness within the settlement gap is likely to increase the perception of the settlements merging.	Strong
P3	Parcel SR10 is heavily wooded and possesses the characteristics of the open countryside, with a limited degree of scattered residential development of a scale and type not unexpected within the countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
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7. Windlesham (Snows Ride)

If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

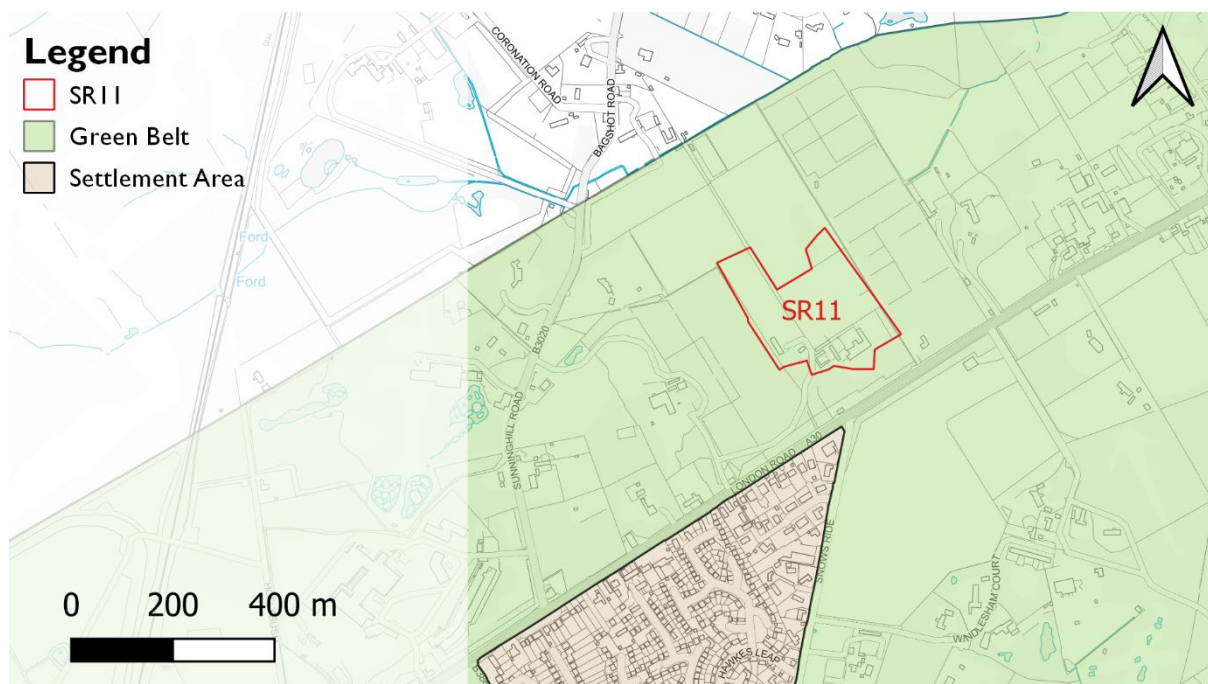
Discussion of Findings:

Development within parcel SR10 would be disconnected from and relate poorly to the settlement of Windlesham (Snows Ride).

Release in conjunction with neighbouring parcels to the south west would lead to increased containment of land in SR9 and land beyond the parcels to the south west. Although woodland would provide reasonable alternative boundaries in some locations, clear physical boundaries would be absent in other areas (particularly in SR11 which is relatively open) and release here would increase connection to ribbon and other development in the countryside, which would risk the creation of an unclear and diffuse boundary with rural and urban areas less discernible from each other.

7. Windlesham (Snows Ride)

SR I I: Land at Windlesham Hall



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GIa: Land to the north of London Road and to the east of Sunninghill Road

Parcel GIa was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GIa was considered to function strongly against Purposes 2 and 3. Owing to its developed character, parcel GIb was considered to function weakly, compromising openness along key routes between settlements.

P1	No function
P2	Strong
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6a: Windlesham Settled and Wooded Sandy Farmland ³⁸	Moderate

³⁸ Some land within the Parcel has been excluded from assessment under the SHLSA

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The gap between Snows Ride and South Ascot/Sunninghill is narrow to moderate gap at circa 1.4km. The settlements are connected across the gap by a meandering road network. The environment is heavily wooded and to a large degree open, however the margins of the interconnecting routes exhibit a notably settled appearance, with ribbon development (generally comprising large detached dwellings in wooded plots and small cul de sacs) along almost their full extent, rendering the gap fragile.</p> <p>Land within the parcel and directly north of the parcel falls within the most open part of the gap between the settlements. Owing to the size and landscape character of the gap, loss of openness here is likely to risk the appearance of settlements merging.</p>	Strong
P3	Parcel SR11 comprises a large scale detached residential dwelling in open grounds. The parcel exhibits the characteristics of the countryside and whilst the residential dwelling has an impact upon openness, it is not a type of development uncharacteristic of the countryside, on balance.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

7. Windlesham (Snows Ride)

Overall Part I Rating	High Function
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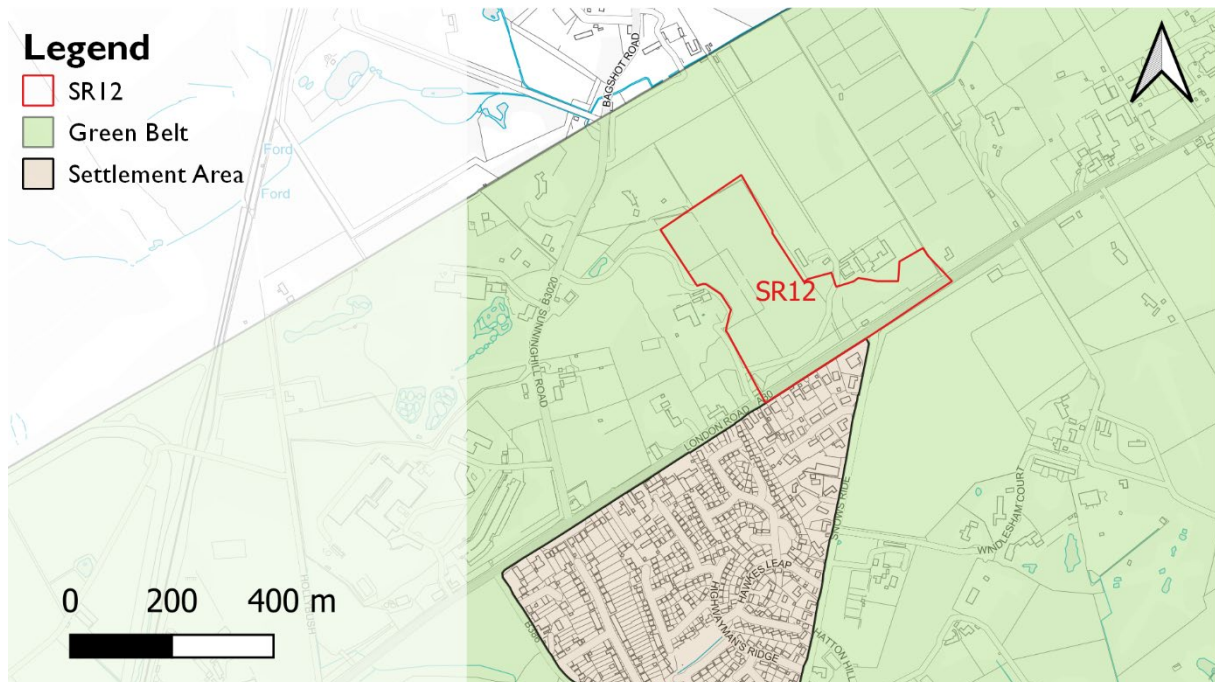
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released individually, development here would be disconnected from the settlement area of Windlesham (Snows Ride).</p> <p>Release in conjunction with neighbouring parcels to the south west would lead to increased containment of land in SR9 and land beyond the parcels to the south west. Although woodland would provide reasonable alternative boundaries in some locations, clear physical boundaries would be absent in SR I I and release here would increase connection to ribbon and other development in the countryside, which would risk the creation of an unclear and diffuse boundary with rural and urban areas less discernible from each other.</p>

7. Windlesham (Snows Ride)

SR12: Woodland south west of Windlesham Hall



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GIa: Land to the north of London Road and to the east of Sunninghill Road		
Parcel GIa was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GIa was considered to function strongly against Purposes 2 and 3. Owing to its developed character, parcel GIb was considered to function weakly, compromising openness along key routes between settlements.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6a: Windlesham Settled and Wooded Sandy Farmland ³⁹	Moderate

³⁹ Some land within the Parcel has been excluded from assessment under the SHLSA

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within the narrow gap between Snows Ride and Sunninghill/South Ascot at circa 1.3km and the narrow to moderate gap between Snows Ride and Sunningdale at circa 1.8km. The settlements of Snows Ride and Sunningdale are connected very directly across the gap by the A30 London Road. Blocks of woodland and open fields comprise parts of the gap, however in other locations residential development and large scale commercial garden centres undermine the gap. Any additional loss of openness within the settlement gap is likely to increase the perception of the settlements merging. The parcel is considered to play a less significant role in respect of the settlement gap between Snows Ride and Sunningdale.	Strong
P3	The parcel is heavily wooded and exhibits the characteristics of the open countryside, with no urbanising development within, or nearby to the parcel.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

7. Windlesham (Snows Ride)

Results of Part 2: Wider Impact Assessment

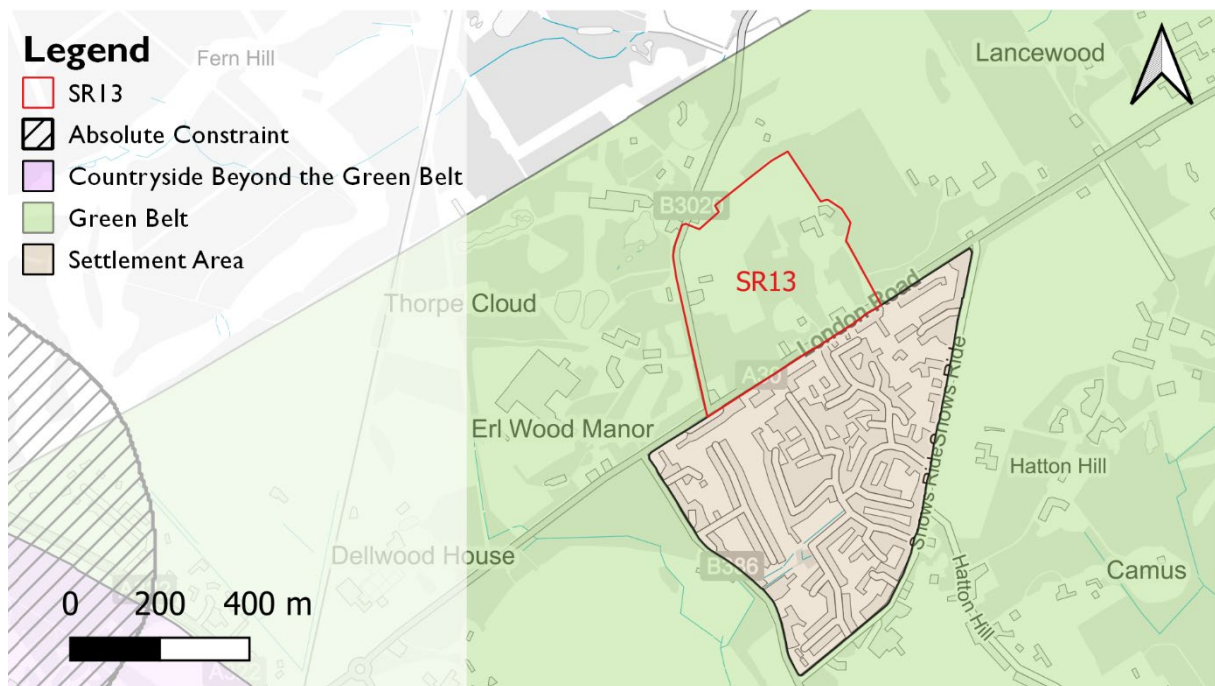
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Development within parcel SR12 would increase containment of land in SR13, although the wooded characteristics of parcel SR13 would limit the impact of this containment to a degree. Development would introduce a sense of containment of land in SR11, and the impact upon land in that parcel is likely to be more significant. Land within the parcel is relatively poorly contained by the landscape, particularly to the south west and north and release could increase connectivity with other development within the countryside, leading to the perception of a diffuse boundary. Release alongside neighbouring parcels would not address these issues.

7. Windlesham (Snows Ride)

SR13: Land to the north of the A30 London Road and to the east of the B3020 Sunninghill Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G1a: Land to the north of London Road and to the east of Sunninghill Road		
Parcel G1 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G1a was considered to function strongly against Purposes 2 and 3.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6a: Windlesham Settled and Wooded Sandy Farmland ⁴⁰	Moderate

⁴⁰ Some land within the Parcel has been excluded from assessment under the SHLSA

7. Windlesham (Snows Ride)

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 807 was assessed within the SHSA under reference WIN4.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Snows Ride and Sunninghill/South Ascot is narrow at circa 1.3km. The settlements are connected across the gap by Sunninghill Road, which the parcel adjoins. Blocks of woodland and open fields comprise the majority of the gap, however in other locations residential development is present. On balance, some, limited loss of openness within the parcel would not give rise to a sense of the settlements merging.	Moderate
P3	The parcel possesses the characteristics of the open countryside. There are a number of large properties scattered through the parcel, however these are, on balance, not considered to undermine the otherwise strong performance of the parcel.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel was considered to function strongly against Purpose 2; in contrast the current Study rates the parcel as performing moderately (aligning with the findings of the 2018 Study). This reflects the smaller scale of the parcel assessed.

7. Windlesham (Snows Ride)

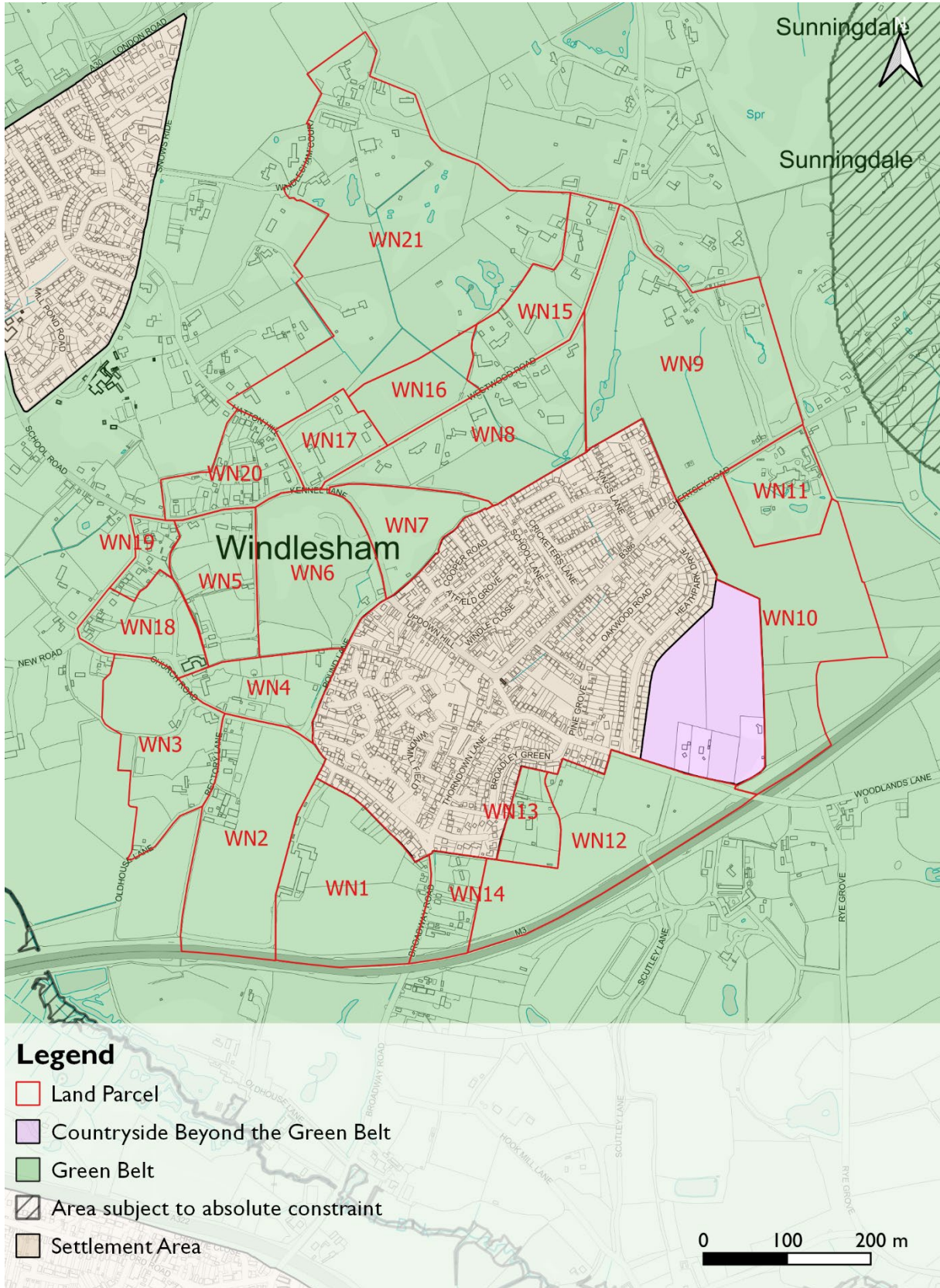
Overall Part I Rating	Moderate High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
Development within parcel SR13 would generally be well contained within a wooded landscape and whilst there is potential for an increase in containment of neighbouring land, the sense of any containment would be limited by the wooded characteristic of the wider area. Wooded boundaries could provide alternative Green Belt boundaries in this location, but are considered to be slightly less robust than the existing highway. Development of the parcel would risk increasing connection between the settlement of Windlesham and ribbon development linking to Sunninghill and South Ascot. Release alongside other parcels would not address this issue.

8. Windlesham



8. Windlesham

WNI: Land south west of the junction between Church and Broadway Roads



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G6: Land to the south of New Road and to the north of the M3		
Parcel G6 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G6 was considered to function strongly against Purpose 3, owing to its open, countryside character; however, as a result of the size of the gap between Windlesham, Bagshot and Lightwater, the parcel was (on balance) considered to function moderately against Purpose 2.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁴¹	Moderate-high

⁴¹ Developed areas adjoining Church Road and Broadway Road, in addition to land at Ashleigh Farm were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 810 was included within the Surrey Heath Sites Appraisal 2018 under Ref WIN7.	P1	No Function
	P2	Moderate
	P3	Strong
	P4	No Function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	On balance, the parcel is considered to function weakly in respect of Purpose 2. Whilst largely open in character, the parcel contains a degree of ribbon development adjacent to Broadway Road. This together with the more extensive ribbon development to the adjacent side of Broadway Road undermines this part of the narrow gap between Windlesham and Lightwater. It is not envisaged that the parcel makes a significant contribution to the gap between Bagshot and Windlesham.	Weak
P3	The parcel principally comprises open fields with a large farm complex. Farm buildings are not inappropriate within the Green Belt and cannot be considered to have an urbanising influence. The parcel exhibits the characteristics of the open countryside, however it is recognised that ribbon development and the M3 motorway has a slight degree of urbanising impact upon the parcel. On balance however, despite the urbanising influence of the surroundings, a strong rating is still warranted.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

8. Windlesham

There are notable differences between the findings of the 2017 GB&CS Study, SHSA 2018 Study and the current study. The differences are principally attributable to both the decreased site area (parcel G6 assessed under the 2017 Study is significantly larger than parcel WNI currently under assessment) and the increased focus taken on the impact of urbanising features both inside and outside of the parcel upon the parcels performance against Purpose 2.

Overall Part I Rating

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

If released on an individual basis, there would be some containment of open Green Belt in Parcel WN2. The impact upon parcel WNI4 would not be so significant, owing to existing development within that parcel. WNI lies within an area of higher landscape sensitivity and land in the wider area is relatively open – development here would generally not be well contained. Notwithstanding this, the M3 bounds the parcel to the south and would provide a very robust revised Green Belt boundary.

It is not envisaged that release alongside other parcels would reduce the risk to the integrity of the wider Green Belt.

8. Windlesham

WN2: Land south east of the junction between Church Road and Rectory Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G6: Land to the south of New Road and to the north of the M3		
Parcel G6 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G6 was considered to function strongly against Purpose 3, owing to its open, countryside character; however, as a result of the size of the gap between Windlesham, Bagshot and Lightwater, the parcel was (on balance) considered to function moderately against Purpose 2.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate-high

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a narrow gap between Windlesham and Lightwater and a narrow to moderate gap between Bagshot and Windlesham. The M3 motorway acts as a barrier feature between the settlements of Lightwater and West End and land to the north of the M3 is generally under greater urban influence than land south of the M3. As a result, the parcel is not considered to play a notable role in respect of this gap. The parcel plays a more significant role in respect of the settlement gap between Bagshot and Windlesham. The gap between these settlements is narrow to moderate, but undermined in some locations by small clusters of ribbon development. Despite featuring a small cluster of residential development to the north western corner of the site, the parcel does provide a relatively open rural gateway to the settlement of Windlesham clearly marked by Church Road, which is a main route linking Bagshot and Windlesham.	Moderate
P3	The parcel is considered to exhibit the characteristics of the open countryside and whilst the farm buildings do have some impact upon openness, the nature of the buildings are expected within the countryside. There is a handful of residential development in the north westernmost part of the parcel, which is slightly more intensive than would usually be expected within the countryside, however on balance, it is not considered that the presence of this development would warrant the full parcel receiving a moderate rating, given its otherwise extensive openness and the scale of the residential development concerned.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

8. Windlesham

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

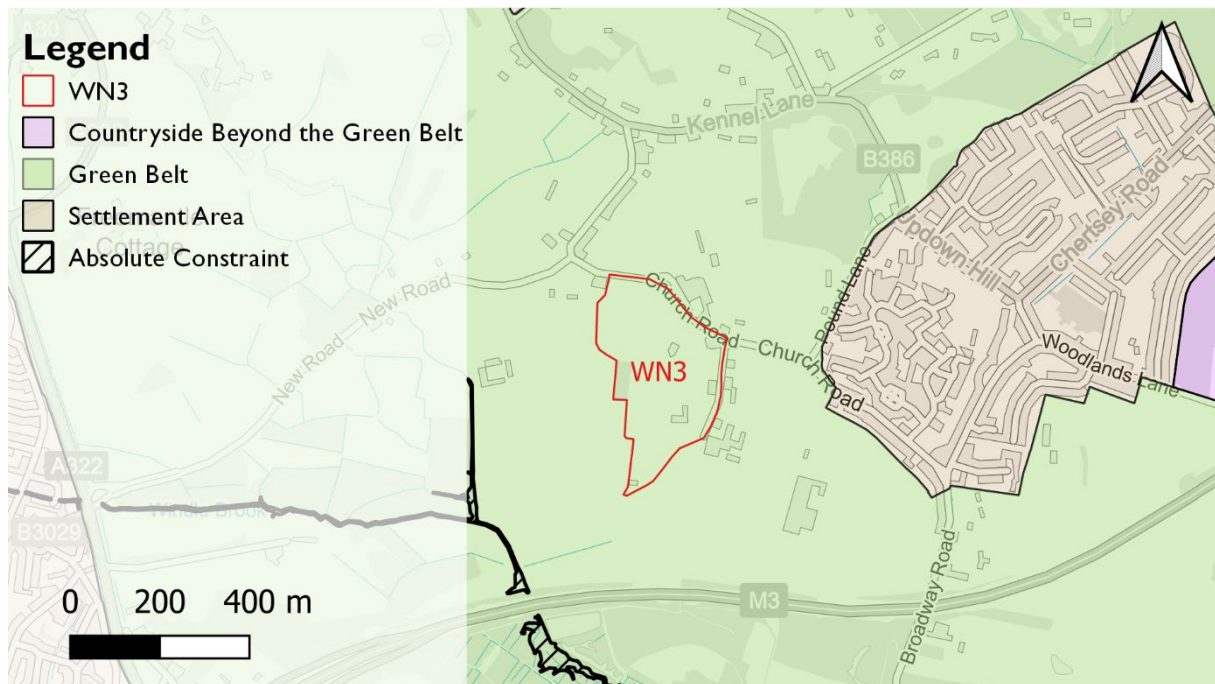
Discussion of Findings:

If released on an individual basis, there would be significant containment of open Green Belt in parcel WN1 and WN4. WN2 lies within an area of higher landscape sensitivity and land in the wider area is relatively open – development here would generally not be well contained. Notwithstanding this, the M3 bounds the parcel to the south and would provide a very robust revised Green Belt boundary.

If the parcel were released in conjunction with parcel WN1, concerns in respect of the impact upon WN4 would still not be overcome. A wider release in this location would be unlikely to address these issues, and would increase connectivity with ribbon development in the surrounding area, leading to the perception of a more diffuse Green Belt boundary.

8. Windlesham

WN3: Land south west of the junction between Church Road and Rectory Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

Reference: Name		
Parcel G6 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G6 was considered to function strongly against Purpose 3, owing to its open, countryside character; however, as a result of the size of the gap between Windlesham, Bagshot and Lightwater, the parcel was (on balance) considered to function moderately against Purpose 2.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate-high

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	Parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No Function
P2	The parcel lies within a narrow to moderate gap between Bagshot and Windlesham. Despite featuring a small cluster of residential development to the north eastern corner of the site, the overriding contribution that the parcel makes to the sense of the gap between settlements is positive. The parcel incorporates extensive open land which falls in land level towards Windlesham, providing a rural gateway to the settlement. This is particularly evident from Church Road, which is a main route linking Bagshot and Windlesham.	Strong
P3	The parcel principally comprises open fields. The parcel is considered to exhibit the characteristics of the countryside and whilst a handful of residential development is located within the parcel, this is of a scattered nature expected from a rural location.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel, was considered to function moderately. In contrast, the current Study identifies parcel WN3 as functioning strongly. This difference is attributed to the spatial characteristics of the parcel and updates to the current methodology in respect of how ribbon development is considered through the assessment.

8. Windlesham

Overall Part 1 Rating	High Function
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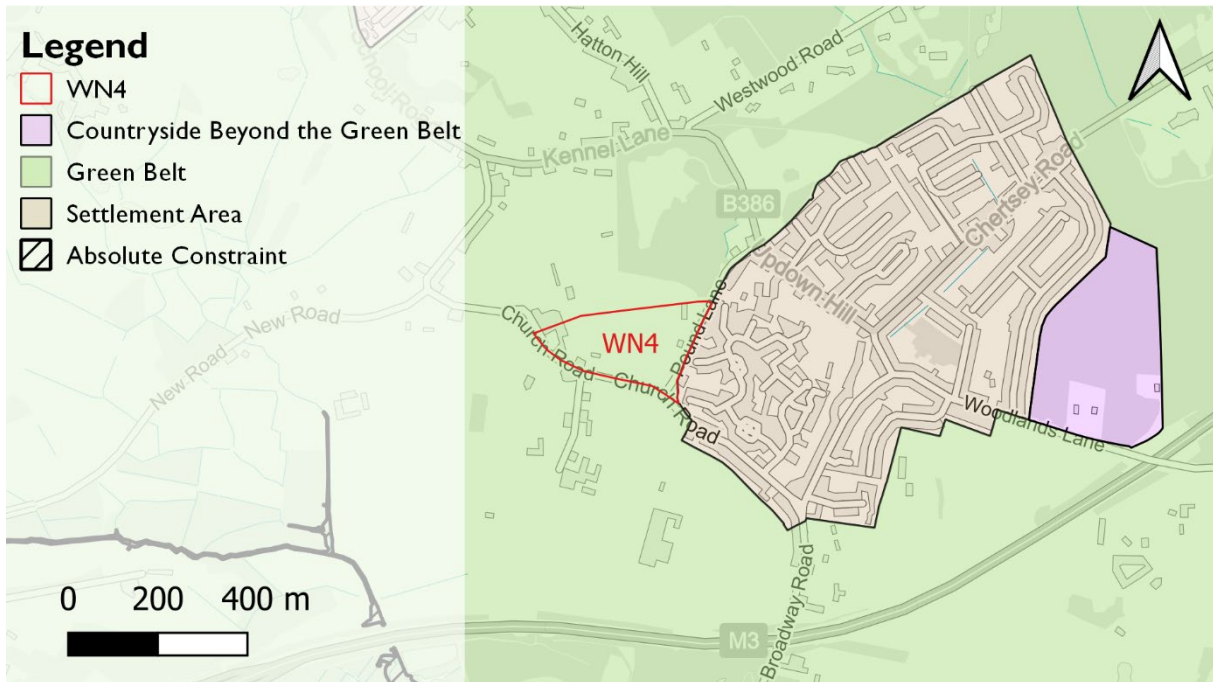
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released on an individual basis, development in this location would be disconnected from the settlement of Windlesham.</p> <p>Owing to the open character and sensitivity of the landscape in this area, in addition to the general absence of existing features with which to define boundaries and the presence of ribbon development, it is not envisaged that a wider release would reduce risk to remaining Green Belt overall.</p>

8. Windlesham

WN4: Land between Church Road and Pound Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G8a: Land to the south of Kennel Lane and West of Pound Lane		
Parcel G8 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G8a was considered to function strongly against Purposes 2 and 3.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁴²	Moderate-high

⁴² Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Bagshot is narrow to moderate at circa 1.6km. Much of the gap comprises open countryside with wooded blocks and open fields. The settlements are indirectly linked via a series of roads; some of these, close to Windlesham feature a degree of residential development. Owing to the nature of the gap, some loss of openness, particularly adjacent to Windlesham where there is a degree of ribbon development, would not lead to the settlements merging. In this location there is a degree of development adjacent to the highway; in this location, it is considered that some loss of openness would not undermine the overall gap.	Moderate
P3	The parcel comprises a mix of open and wooded land, together with limited residential development and a nursery. On balance, the parcel is considered to exhibit the characteristics of the open countryside and is not subject to any notable urbanising development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

8. Windlesham

Under the 2017 Study, the parent parcel, which covered a larger area with influence on the gaps between both Bagshot and Windlesham and Windlesham and Snows Ride, was considered to function strongly against Purpose 2. In contrast, the current Study identifies parcel WN4 as functioning moderately. This difference is attributed to the spatial characteristics of the parcel and updates to the current methodology in respect of how ribbon development is considered through the assessment.

Overall Part I Rating	Moderate High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

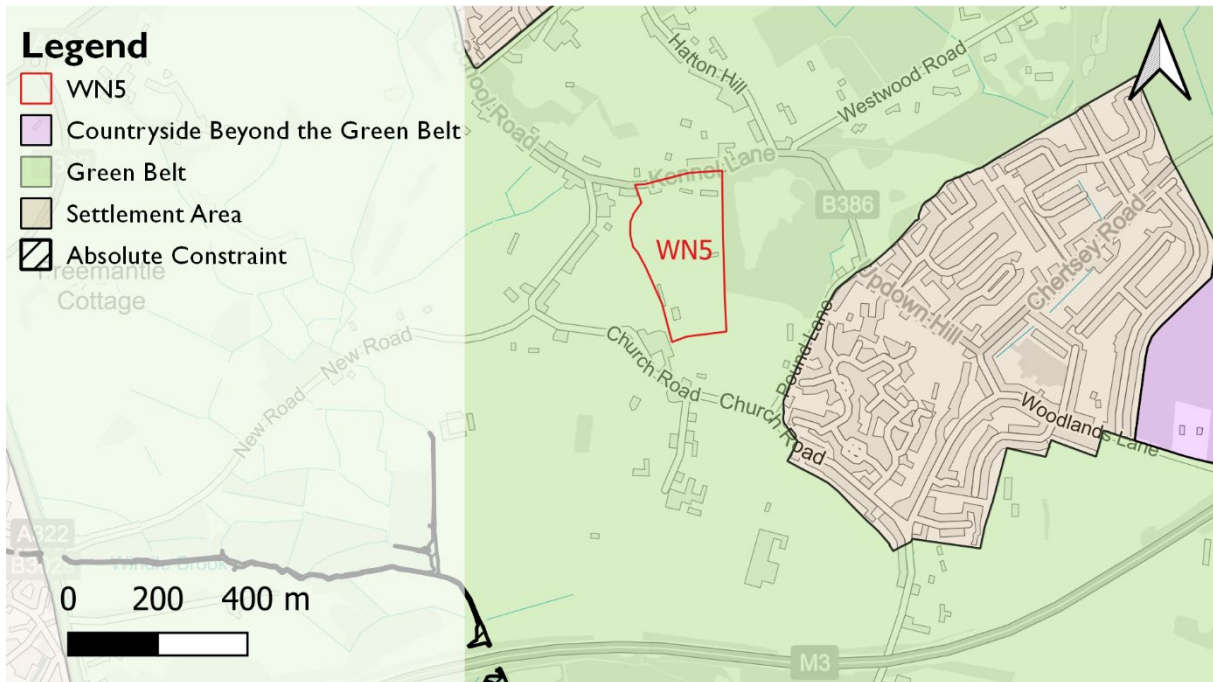
Discussion of Findings:

If released on an individual basis, there would be some containment of open Green Belt in parcel WN2 and in WN6, although the wooded character of WN6 would limit this impact to a degree. WN4 and its surrounding parcels lie within an area of higher landscape sensitivity and land in the wider area is relatively open; the parcel as a result, is not particularly well contained in itself. Alternative Green Belt boundaries would likely comprise a highway and field/property boundaries, which are in this location, considered to be less robust than the existing boundaries.

Owing to the open character and sensitivity of the landscape in this area, in addition to the general absence of existing features with which to define boundaries and the presence of ribbon development, it is not envisaged that a wider release would reduce risk to remaining Green Belt overall.

8. Windlesham

WN5: Land south of Kennel Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G8a: Land to the south of Kennel Lane and West of Pound Lane		
Parcel G8 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G8a was considered to function strongly against Purposes 2 and 3.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁴³	Moderate-high

⁴³ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Snows Ride is narrow at under 1km. The settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	The parcel comprises open land, together with limited residential development to the north. On balance, the parcel is considered to exhibit the characteristics of the open countryside and is not subject to any notable urbanising development.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
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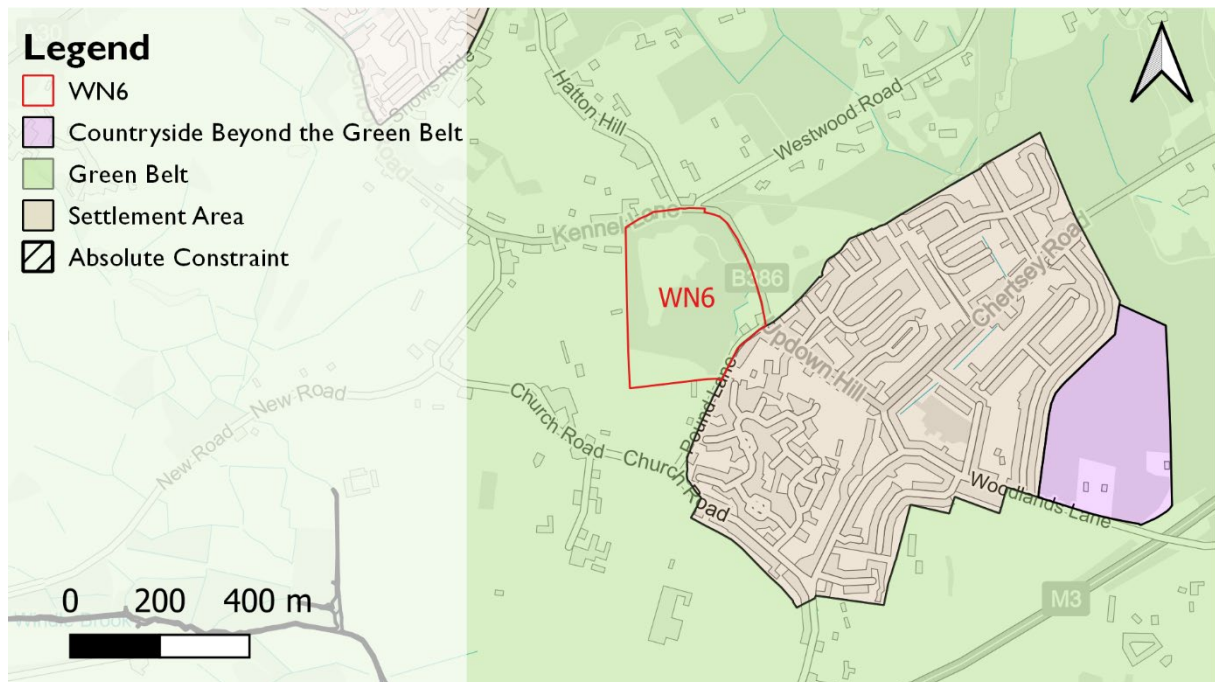
8. Windlesham

If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released on an individual basis, development in this location would be disconnected from the settlement of Windlesham.</p> <p>Owing to the open character and sensitivity of the landscape in this area, in addition to the general absence of existing features with which to define boundaries and the presence of ribbon development, it is not envisaged that a wider release would reduce risk to remaining Green Belt overall.</p>

8. Windlesham

WN6: Land between Kennel Lane and Pound Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G8a: Land to the south of Kennel Lane and West of Pound Lane		
Parcel G8 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G8a was considered to function strongly against Purposes 2 and 3.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁴⁴	Moderate-high

⁴⁴ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Snows Ride is narrow at under 1km. Localised changes in land levels and a wooded environment go some way in ensuring the settlements are understood as distinct from each other. Notwithstanding this, the settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging. This is the case for the current parcel, which currently forms one of the most open parts of the settlement gap.	Strong
P3	The parcel is open and extensively wooded. Development in the parcel is very limited and there is little urbanising influence arising from neighbouring land.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

8. Windlesham

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

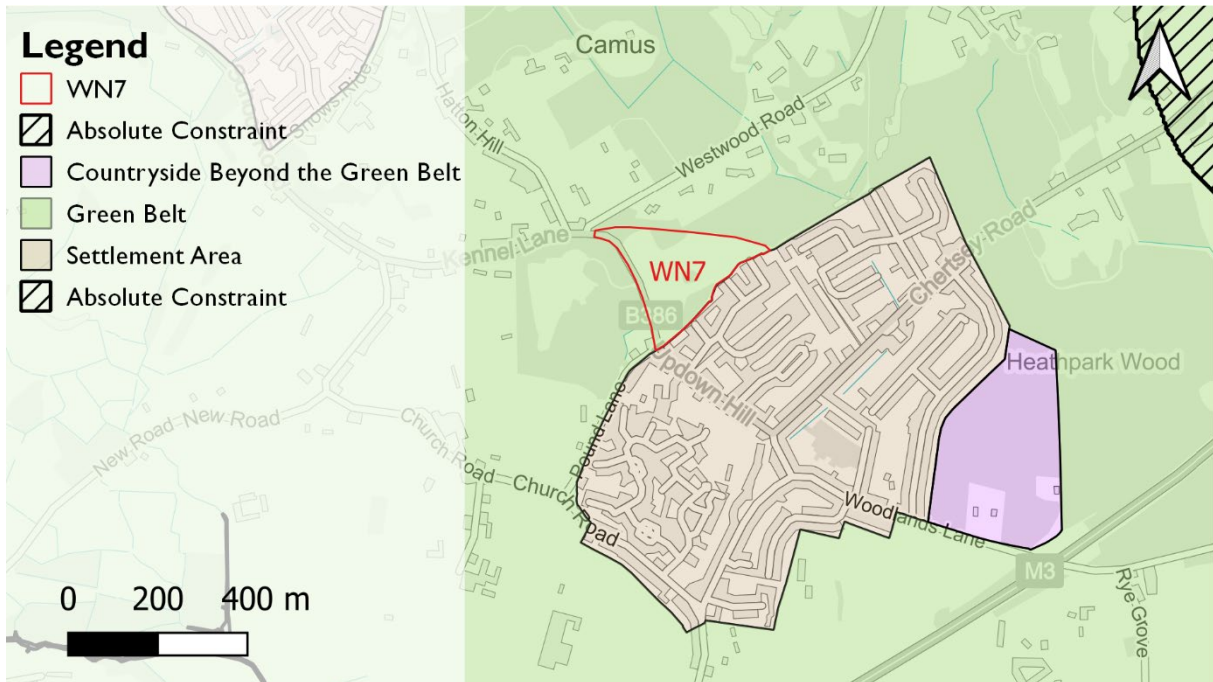
Discussion of Findings:

Development within WN6 would result in significant containment of relatively sensitive, open Green Belt land at WN4 and WN7. Revised Green Belt boundaries would fall back to field and property boundaries which are considered less robust than the highways which currently mark the extent of the Green Belt.

If released alongside parcels WN6, WN5, WN18 and WN19, concerns regarding containment of remaining Green Belt would still not be addressed, and development would connect with existing ribbon development outside the parcel leading to a lack of distinction between rural and urban areas.

8. Windlesham

WN7: Land at the Field of Remembrance



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G11: Land to the north of Chertsey Road and west of Chobham Road		
Parcel G11 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G11 was considered to function strongly against Purposes 2 and 3 owing to its open, countryside character and the role played by the parcel in preventing development within a narrow gap between a number of settlements.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland ⁴⁵	Moderate-high

⁴⁵ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Windlesham and Snows Ride is narrow at under 1km. Localised changes in land levels and a wooded environment go some way in ensuring the settlements are understood as distinct from each other. Notwithstanding this, the settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging. This is the case for the current parcel, which currently forms one of the most open parts of the settlement gap.	Strong
P3	The parcel is open and wooded borders. Development in the parcel is very limited and there is little urbanising influence arising from neighbouring land.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating

High Function

8. Windlesham

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

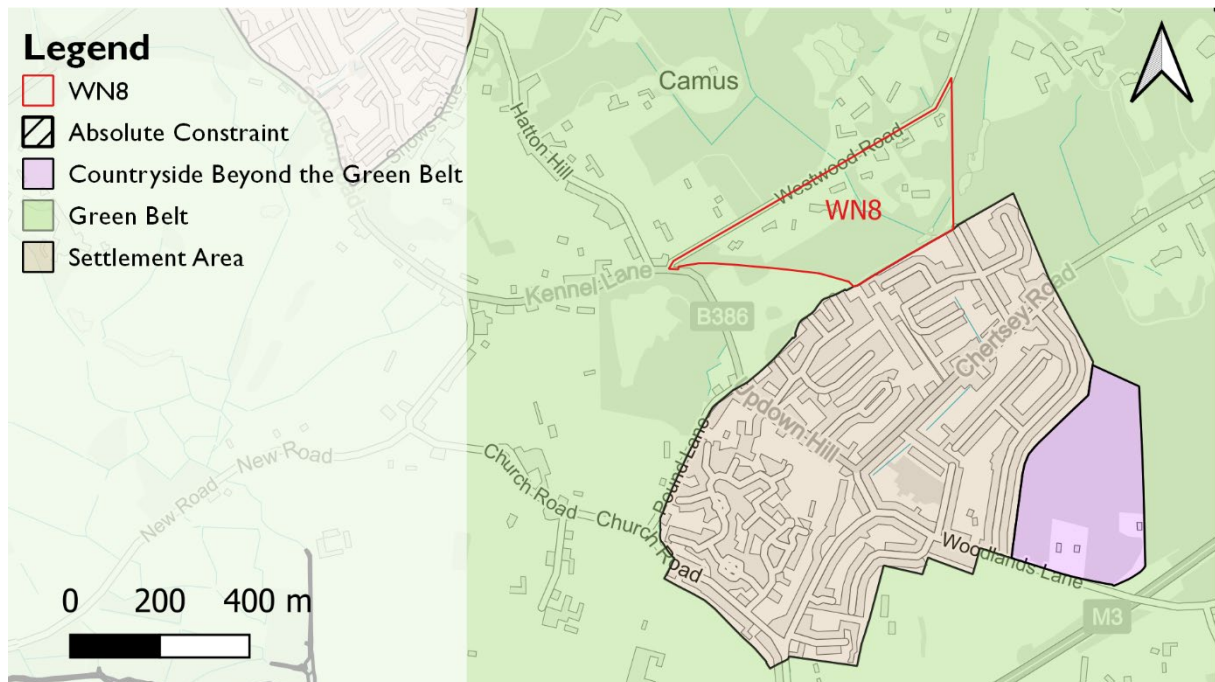
Discussion of Findings:

Development within WN7 would have capacity to increase containment of land within parcels WN6 and WN8; however the wooded nature of both would limit the impact of such containment. Conversely the wooded characteristics of neighbouring land would have a containing effect on development itself. Revised boundaries would generally be relatively robust, comprising highways and woodland, but connectivity with ribbon development would be increased, which could lead to the perception of a diffuse boundary overall.

Release alongside other neighbouring parcels would be unlikely to address these issues.

8. Windlesham

WN8: Land south of Westwood Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GII: Land to the north of Chertsey Road and west of Chobham Road		
Parcel GII was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GII was considered to function strongly against Purposes 2 and 3 owing to its open, countryside character and the role played by the parcel in preventing development within a narrow gap between a number of settlements.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland ⁴⁶	Moderate-high

⁴⁶ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Snows Ride and Sunningdale is narrow to moderate at circa 1.6km. The settlements are connected across the gap by a meandering road network. The environment is heavily wooded and to a large degree open, however the margins of the interconnecting routes exhibit a notably settled appearance, with ribbon development (generally comprising large detached dwellings in wooded plots) along almost their full extent, rendering the gap fragile. Parcel WN9 lies within this gap and comprises ribbon development; however, the nature of the ribbon development as it currently exists does not undermine the gap completely. Any further loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	On balance the parcel is considered to perform moderately against Purpose 3. Whilst some areas of the parcel exhibits characteristics of the open countryside, the residential development within the parcel is urbanising in character.	Moderately
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel was considered to function strongly against Purpose 3. In contrast, the current parcel is considered to function moderately, on balance. This is attributed to the level of built form within the parcel, where the parent parcel incorporated a significantly greater degree of open land.

8. Windlesham

Overall Part 1 Rating	Moderate High Function
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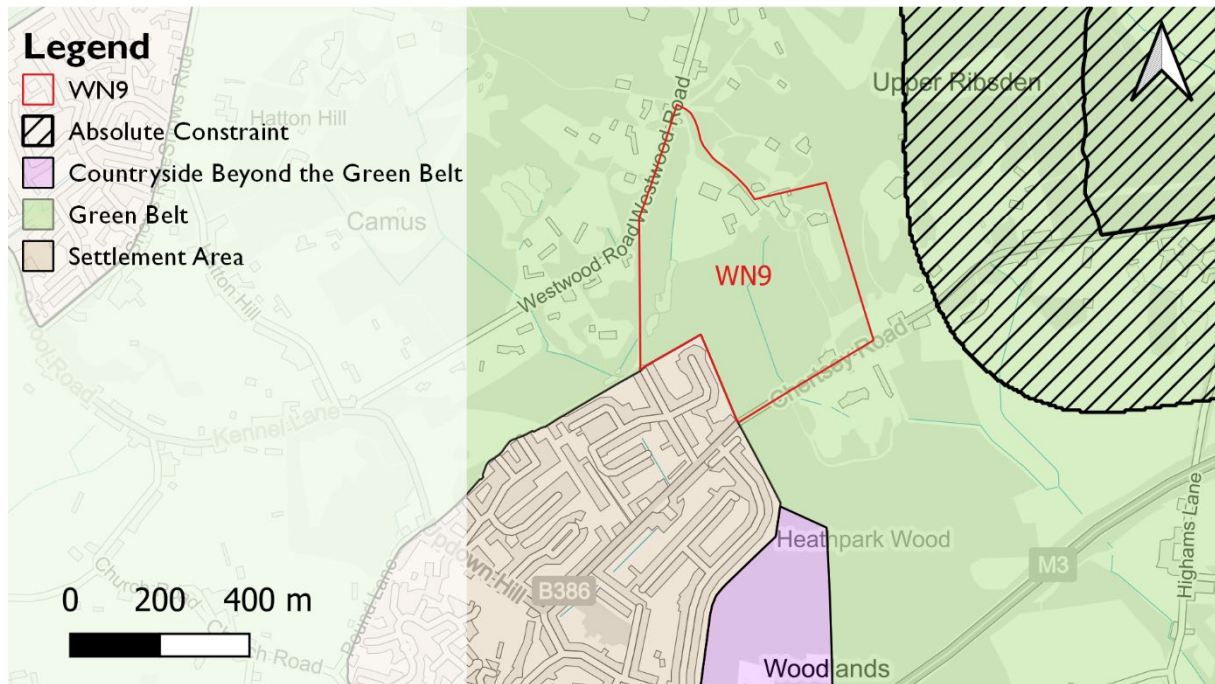
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
Development within parcel WN8 would have a significant containing effect on land in WN7 and WN9, although the wooded characteristics of WN9 would limit the impact of that containment. The parcel is generally well contained by the surrounding landscape to the north and east but less so to the west. Revised Green Belt boundaries would fall back to Westwood Road in this location, however development within this parcel would increase connection with ribbon development outside of the parcel and undermine the settlement gap between Windlesham and Snows Ride in this location. If released alongside parcel WN7, Westwood Road the concerns already raised would be comparable.

8. Windlesham

WN9: Land between Westwood Road and Chertsey Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G11: Land to the north of Chertsey Road and west of Chobham Road		
Parcel G11 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G11 was considered to function strongly against Purposes 2 and 3 owing to its open, countryside character and the role played by the parcel in preventing development within a narrow gap between a number of settlements.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland ⁴⁷	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

⁴⁷ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within a broad gap of circa 6km between Windlesham and Virginia Water and within a narrow gap between Windlesham and Sunningdale.</p> <p>The settlements of Windlesham and Virginia Water remain distinct, not only as a result of the distance between them, but also by virtue of Chobham common which is designated as part of the Thames Basin Heaths Special Protection Area and exhibits a strong rural and open character. Loss of openness in the parcel would not result in the merging of these settlements. Notwithstanding this, loss of openness would further undermine the fragile gap between Windlesham and Sunningdale.</p>	Strong
P3	The parcel is heavily and extensively wooded, accommodating a detached residential dwelling not unexpected within the countryside. The parcel is considered to possess the character of the open countryside and there is no notable urbanising influences arising from neighbouring land.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

Overall Part I Rating:

High Function

8. Windlesham

Results of Part 2: Wider Impact Assessment

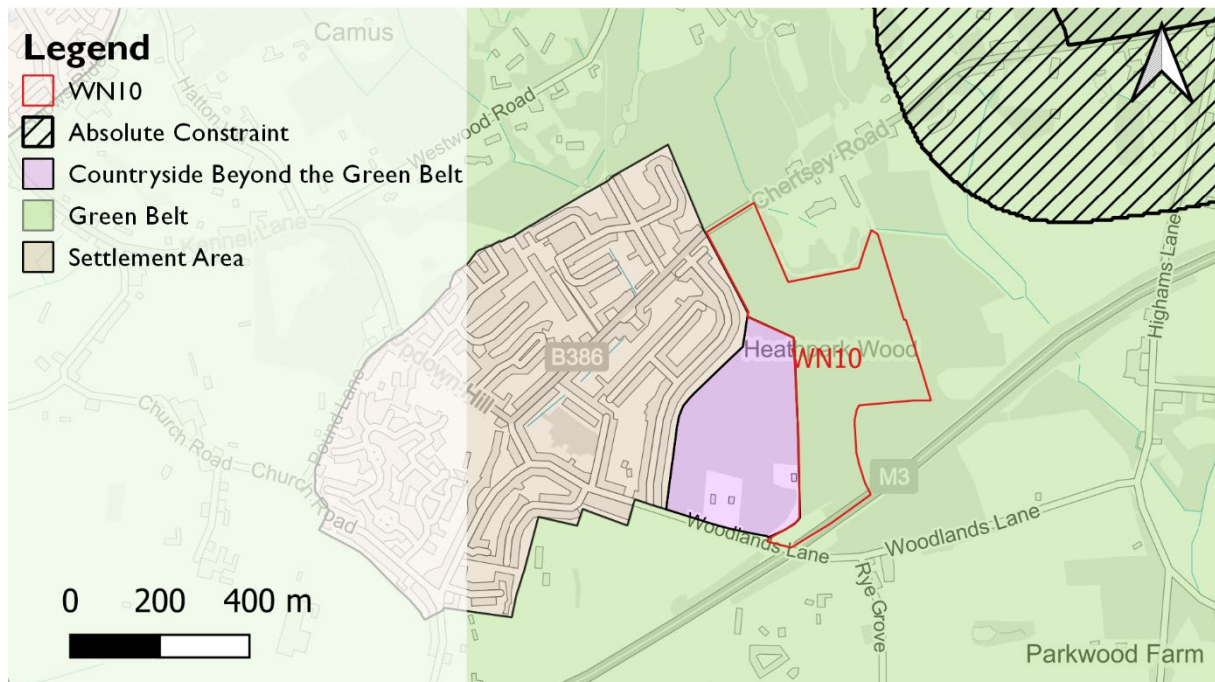
	Level of Impact
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Development within parcel WN9 would generally be well contained within a wooded landscape and would, despite its spatial characteristics, not result in a notable rise in the containment of other Green Belt land taking account of the intensely wooded character of surrounding land. Notwithstanding this, development of the parcel would increase connection between the settlement of Windlesham and ribbon development linking to Sunningdale. Release alongside other parcels would not address this issue.

8. Windlesham

WN10: Land at Heathpark Wood (beyond the housing reserve site)



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI3: Land to the south of Chertsey Road and to the west of Highams Lane		
Parcel GI3 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI3 was considered to function strongly against Purpose 3 owing to its open countryside character, but moderately against Purpose 2, owing to the location of the parcel and the characteristics of the broader gap between Windlesham and Chobham and Windlesham and West End.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

8. Windlesham

2018?

Yes - SLAA site 609 was assessed within the 2018 Study under reference WIN2.	P1	No Function
	P2	Weak
	P3	Strong
	P4	No Function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	<p>The parcel lies within a broad gap of circa 6km between Windlesham and Virginia Water and within a moderate to broad gap between Windlesham and Chobham/Sunningdale and Windlesham which are connected by highways in this location.</p> <p>The settlements of Windlesham and Virginia Water/Sunningdale remain distinct in this particular vicinity, not only as a result of the distance between them, but also by virtue of Chobham common which is designated as part of the Thames Basin Heaths Special Protection Area and exhibits a strong rural and open character.</p> <p>The gap between Windlesham and Chobham exhibits a greater degree of connectivity, with some connecting routes emerging from Chobham featuring a significant degree of residential development. Notwithstanding this, on balance it is not considered that the parcel makes a significant contribution to the sense of this gap owing to its peripheral location and the role the M3 plays as a barrier between settlements.</p>	Weak
P3	The parcel is heavily and extensively wooded. The parcel is considered to possess the character of the open countryside and there is no notable urbanising influences arising from neighbouring land sufficient to undermine the parcels function.	Strong

8. Windlesham

P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function
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Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the parent parcel was found to perform moderately against Purpose 2. In contrast, the current parcel has been found to perform weakly. This is attributed the updated methodology used in the most recent Study.

Overall Part I Rating:

Moderate High Function

Results of Part 2: Wider Impact Assessment

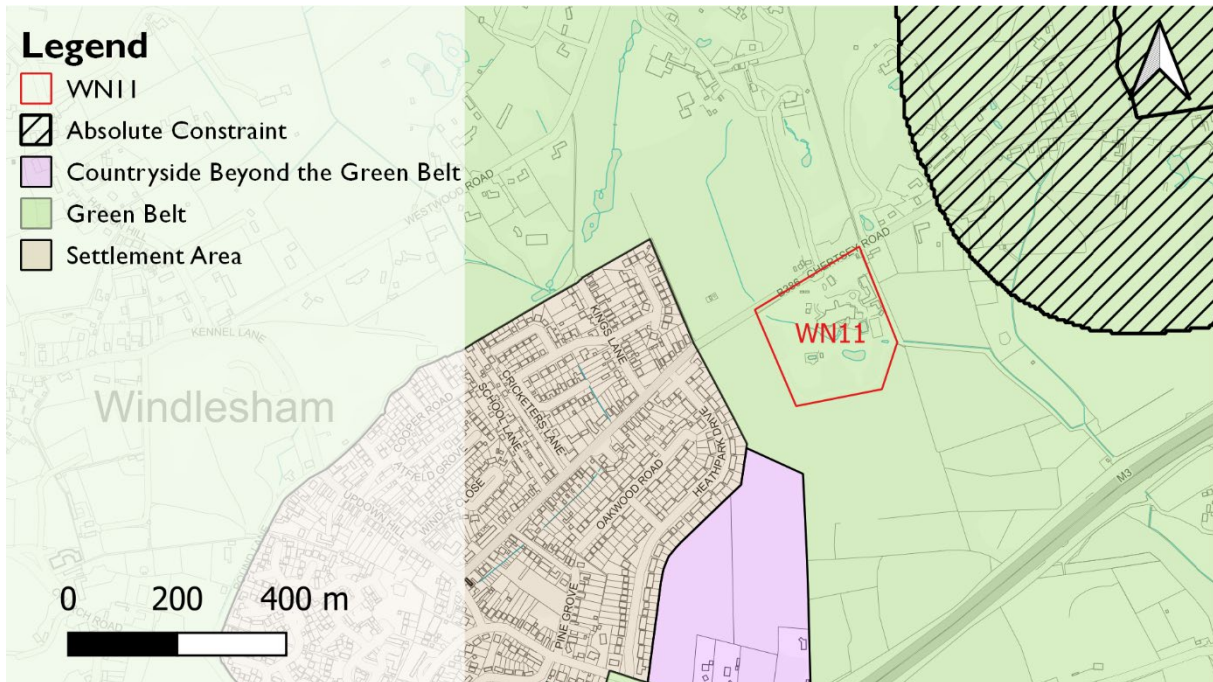
	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Despite being situated in an area of higher landscape sensitivity, development within parcel WN10 would be well contained by the existing wooded landscape and a strong wooded boundary could generally be created where there is a robust distinction between rural and urban areas. Development within the parcel would connect the settlement with development at Oakwood, however this would not have a notable impact upon the integrity of the wider Green Belt. Parcel WN11, which contains Oakwood could be released in conjunction with WN10 and would not have any significant impact upon the wider Green Belt.

8. Windlesham

WN11: Land at Oakwood



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI3: Land to the south of Chertsey Road and to the west of Highams Lane		
Parcel GI3 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI3 was considered to function strongly against Purpose 3 owing to its open countryside character, but moderately against Purpose 2, owing to the location of the parcel and the characteristics of the broader gap between Windlesham and Chobham and Windlesham and West End.	P1	No function
	P2	Moderate
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland ⁴⁸	Moderate-high

⁴⁸ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within a broad gap of circa 6km between Windlesham and Virginia Water and influences the sense of the moderate gap between Windlesham and Chobham and Windlesham and Sunningdale which are indirectly connected by highways in this location. All settlements remain distinct, not only as a result of the distance between them, but also by virtue of Chobham common which is designated as part of the Thames Basin Heaths Special Protection Area and exhibits a strong rural and open character. Land at Chobham common represents the strongest part of the gap between Windlesham, Chobham and Virginia Water settlement gap; development could occur elsewhere in the settlement gap without any risk of settlements merging, or appearing to merge.	Weak
P3	The parcel generally possesses the characteristics of the open countryside overall, however there are areas of development within the parcel. Although akin to a 'country estate' which would not necessarily be an abnormal feature in the countryside, the estate in question is extensive, with buildings and structures beyond the house, all having a cumulative impact upon the perception of the countryside in this location. On balance, this is considered to attract a moderate, rather than Strong rating.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

8. Windlesham

Under the 2017 Study, the parent parcel was assessed as performing moderately against Purpose 2 and Strongly against Purpose 3. In both cases, the current Study downrates both parcels. This reflects the characteristics of the smaller area being assessed and the revisions to the methodology for the current Study, relating to connectivity.

Overall Part I Rating:

**Low Moderate
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	Lower Risk

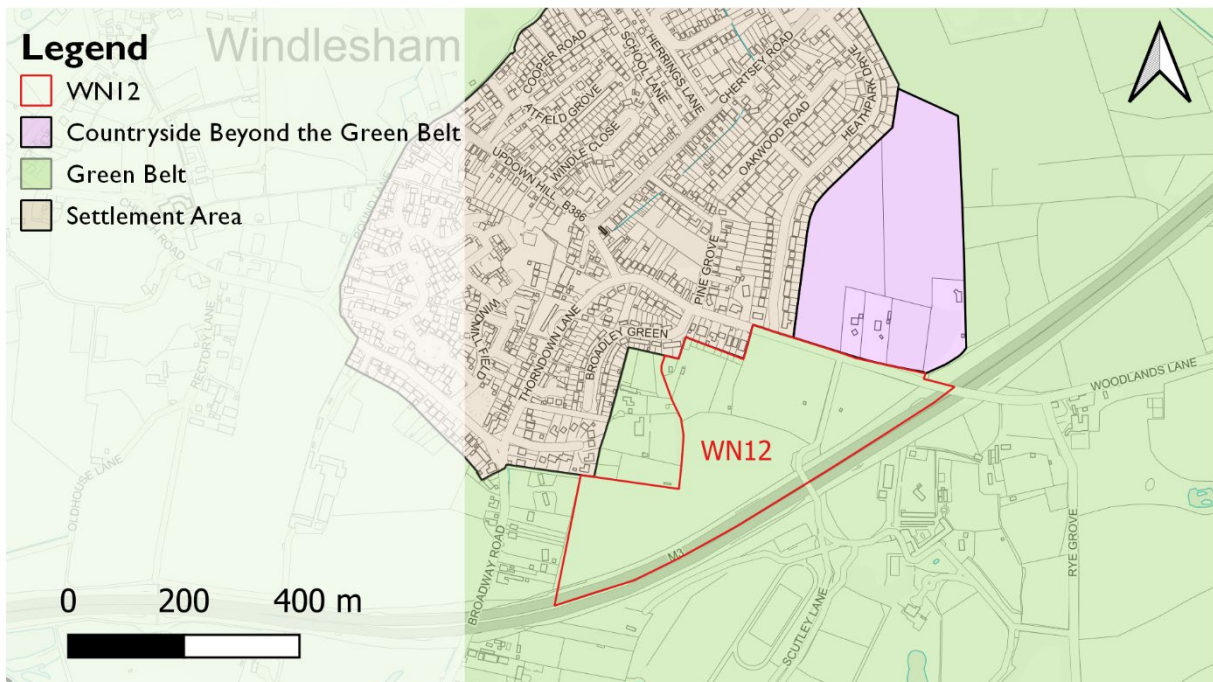
Discussion of Findings:

If removed from the Green Belt on an individual basis, development in WN11 would be separate from Windlesham and would relate poorly to the settlement.

Notwithstanding this, development here would be well contained by the surrounding wooded landscape, which would also limit any significant sense of containment arising to neighbouring land. If released in conjunction with the adjoining parcel at WN10, development would connect to the settlement and would be well contained by the existing wooded landscape, with potential for the creation of a strong wooded boundary.

8. Windlesham

WN12: Land south of Woodlands Lane and north west of the M3



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI2: Land to the south of the settlement area of Windlesham between Broadway Road and Woodlands Lane

Parcel GI2 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI2 was considered to function strongly against Purpose 3 owing to its open countryside character, but moderately against Purpose 2, owing to the location of the parcel and the characteristics of the broader gap between Windlesham and Chobham and Windlesham and West End.

P1	No function
P2	Moderate
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland	Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA)

8. Windlesham

2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel is open in character, however the parcel lies within an area contained by the settlement of Windlesham and the M3 motorway. In this location, it is not considered that the parcel is capable of contributing meaningfully to any settlement gap.	Weak
P3	The parcel possesses the characteristics of the open countryside, featuring a series of extensive tree bound fields; however there is a degree of urbanising influence arising from containing features that bound the parcel, including the M3 motorway, Woodlands Lane, Broadway Road and the adjoining settlement.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study, the parent parcel was considered to perform moderately against Purpose 2 and Strongly against Purpose 3. In contrast, the current parcel is considered to have no function against Purpose 2 and perform moderately against Purpose 3. This is attributed to the increased emphasis placed on containment within the current study.

Overall Part I Rating:

**Low Moderate
Function**

Results of Part 2: Wider Impact Assessment

Level of Impact

8. Windlesham

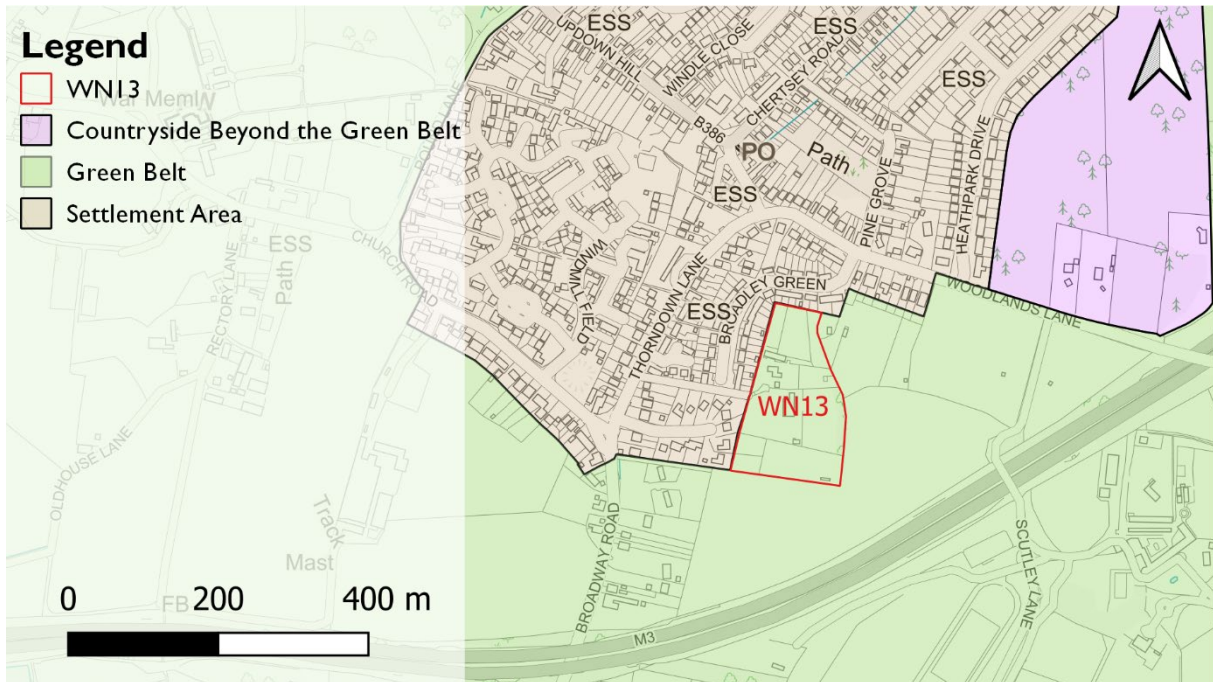
If released on an individual basis	Moderate Risk
If released in conjunction with adjoining parcels	Lower Risk

Discussion of Findings:

If released from the Green Belt, development in parcel WNI2 would contain land in parcel WNI3 and WNI4. However both WNI3 and WNI4 are already developed to a degree and are generally under the influence of the adjoining urban area. The M3 would provide a robust alternative Green Belt boundary. If released in conjunction with parcel WNI3 and WNI4, development in this location would be generally understood as infill.

8. Windlesham

WN13: Land south of Broadley Green



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI2: Land to the south of the settlement area of Windlesham between Broadway Road and Woodlands Lane

Parcel GI2 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI2 was considered to function strongly against Purpose 3 owing to its open countryside character, but moderately against Purpose 2, owing to the location of the parcel and the characteristics of the broader gap between Windlesham and Chobham and Windlesham and West End.

P1	No function
P2	Moderate
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁴⁹	Moderate-high

⁴⁹ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	Parcel WN13 lies within an area contained by the settlement of Windlesham and the M3 motorway. In this location, it is not considered that the parcel is capable of contributing meaningfully to any settlement gap.	Weak
P3	The parcel is considered to possess the characteristics of the countryside and good degree of openness, however residential development does have some limited impact upon the perception of the parcel as 'open countryside' and there is a recognisable degree of urbanising influence arising from the surrounding settlement.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the parent parcel was identified as functioning moderately against Purpose 2 and strongly against Purpose 3. Under the current Study, the parcel was found to function weakly against Purpose 2 and moderately against Purpose 3. The difference is attributed to the different spatial characteristics of the parcels considered and the increased emphasis placed on the urbanising impact of development.

Overall Part I Rating:

**Low Moderate
Function**

8. Windlesham

Results of Part 2: Wider Impact Assessment

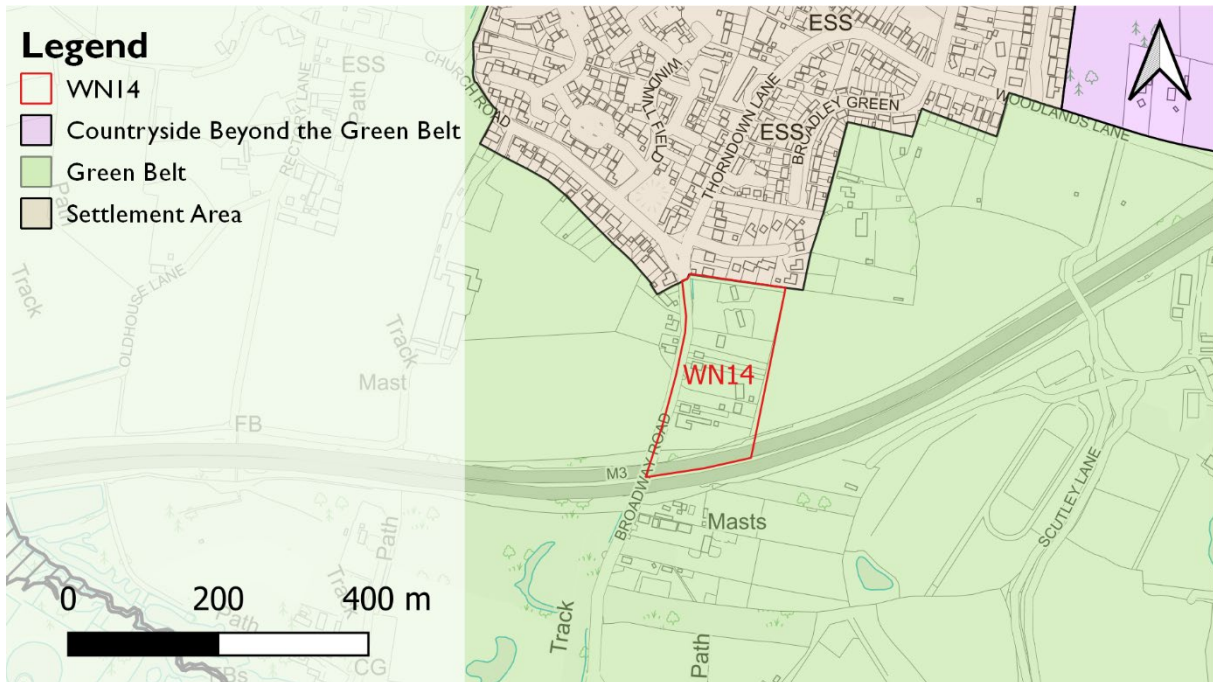
	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

If released from the Green Belt, development in parcel WNI3 would increase containment of land in parcel WNI2, however WNI2 is already significantly under the influence of the urban area. If released in conjunction with parcel WNI2 and WNI4, development in this location would be generally understood as infill, with the M3 providing a robust alternative Green Belt boundary.

8. Windlesham

WN14: Land east of Broadway Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI2: Land to the south of the settlement area of Windlesham between Broadway Road and Woodlands Lane

Parcel GI2 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI2 was considered to function strongly against Purpose 3 owing to its open countryside character, but moderately against Purpose 2, owing to the location of the parcel and the characteristics of the broader gap between Windlesham and Chobham and Windlesham and West End.

P1	No function
P2	Moderate
P3	Strong
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland ⁵⁰	Moderate-high

⁵⁰ The majority of land within the Parcel was excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

Yes - SLAA site 808 was assessed within the SHSA under reference WIN5.	P1	No Function
	P2	Weak
	P3	Weak
	P4	No Function

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	Owing to the extent of ribbon development within the parcel, it is not considered that the parcel has the capacity to contribute towards Purpose 2.	No function
P3	The parcel accommodates a significant degree of ribbon development, with the residential development in question having an intensity such that the openness has been compromised on a localised basis.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified the parent parcel as functioning strongly against purposes 2 and 3. The 2018 Study identified parcel WIN5 as functioning weakly against purposes 2 and 3. In contrast, the current assessment rates the smaller parcel as performing weakly against Purpose 3 and having no function against Purpose 2. This generally reflects the spatial characteristics of the parcel.

8. Windlesham

Overall Part 1 Rating	Very Low Function
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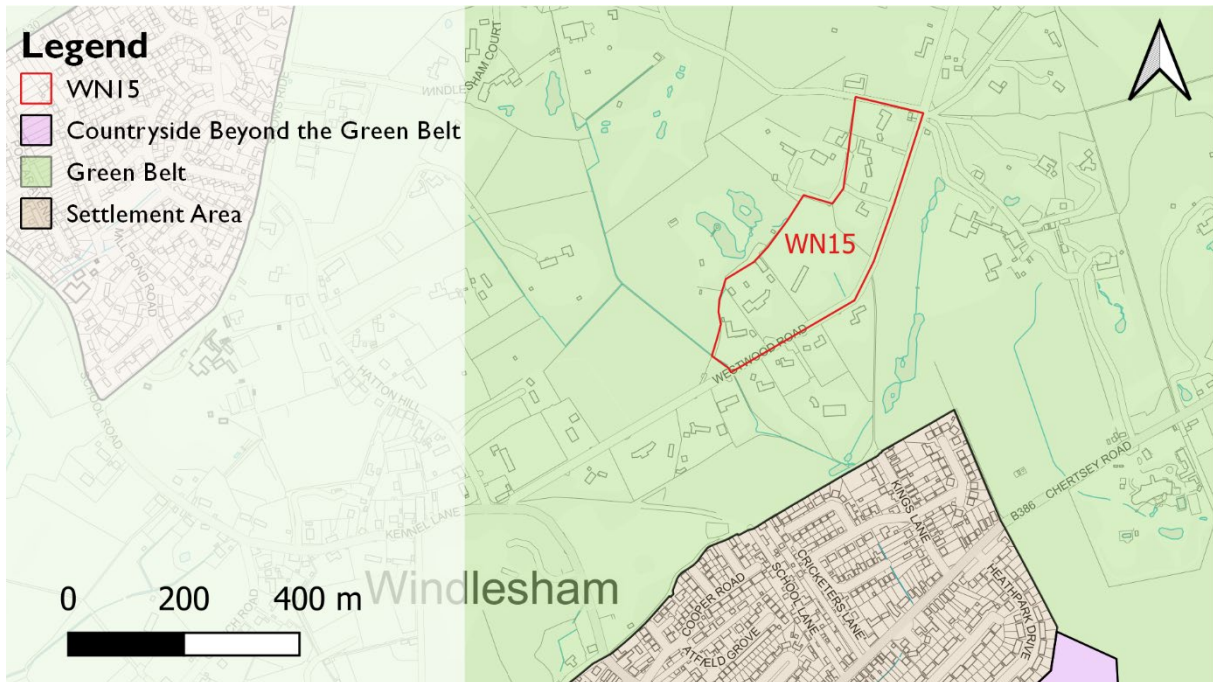
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
If released from the Green Belt, development in parcel WN14 would contain land in parcel WN12. However WN14 is already somewhat developed and WN12 is already under the influence of the urban area. If released in conjunction with parcels WN12 and WN13, development in this location would be generally understood as infill, with the M3 providing a robust alternative Green Belt boundary.

8. Windlesham

WN15: Residential properties to the north of Westwood Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI0: Land to the north east of Hatton Hill and to the south of the A30 London Road		
Parcel GI0 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI0 was considered to function strongly to moderately against Purposes 2 and 3, owing to its role in preventing development between Windlesham and Windlesham (Snows Ride) and Sunningdale. The function of the parcel against Purpose 3 is undermined to a degree by the residential development present throughout the parcel.	P1	No function
	P2	Strong
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development

8. Windlesham

SS6b: Windlesham Settled and Wooded Sandy Farmland⁵¹

Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A.

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The gap between Snows Ride and Sunningdale is narrow to moderate at circa 1.6km. The settlements are connected across the gap by a meandering road network. The environment is heavily wooded and to a large degree open, however the margins of the interconnecting routes exhibit a notably settled appearance, with ribbon development (generally comprising large detached dwellings in wooded plots) along almost their full extent, rendering the gap fragile. parcel WNI5 lies within this gap and comprises ribbon development; however, the nature of the ribbon development as it currently exists does not undermine the gap completely. Any further loss of openness in this gap, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	On balance, the parcel is considered to possess the characteristics of the countryside and good degree of openness, however residential development does have some limited impact upon the perception of the parcel as 'open countryside'.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

⁵¹ The majority of the land within the Parcel was excluded from the SHLSA

8. Windlesham

N/A

Overall Part I Rating

**Moderate High
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

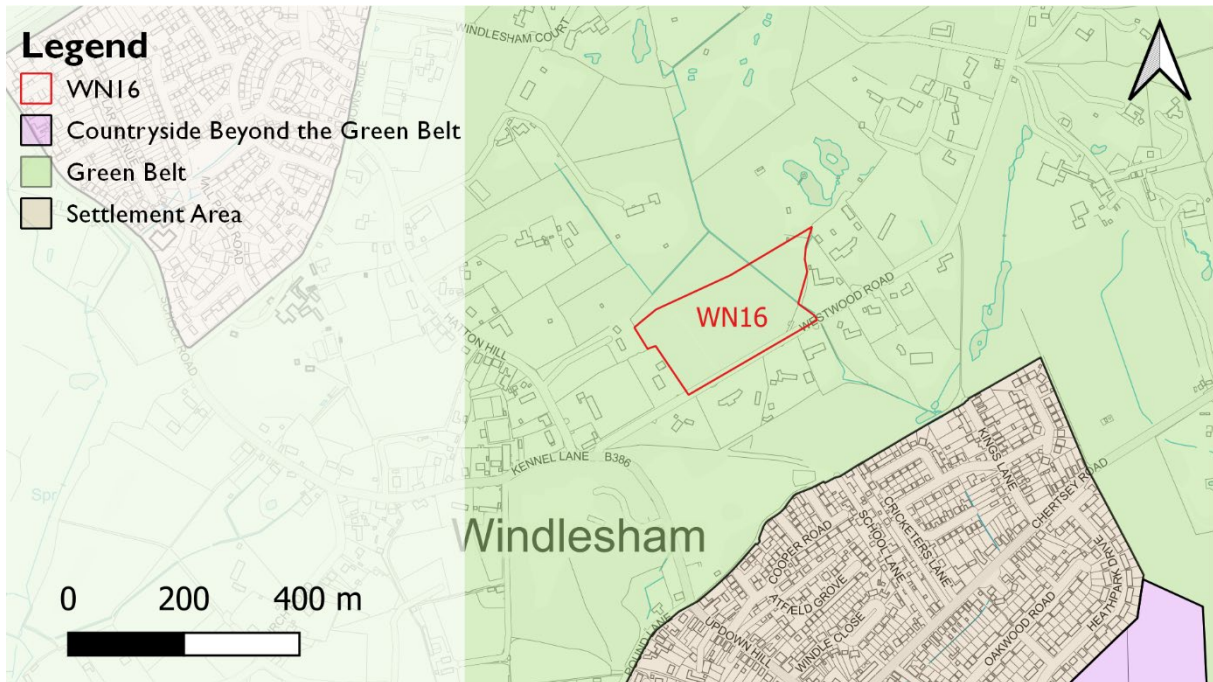
Discussion of Findings:

Increased development within parcel WN15 would not relate well to the settlement of Windlesham.

Release alongside parcels at WN8, WN9 would address connection to the settlement and it is recognised that the surrounding wooded landscape would be relatively containing however connectivity with dispersed residential development in the surrounding area would be increased, which may lead the Green Belt boundary in this location to be perceived as diffuse and would lead to increased containment of open land more widely.

8. Windlesham

WN16: Woodland to the north of Westwood Road



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI0: Land to the north east of Hatton Hill and to the south of the A30 London Road

Parcel GI0 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI0 was considered to function strongly to moderately against Purposes 2 and 3, owing to its role in preventing development between Windlesham and Windlesham (Snows Ride) and Sunningdale. The function of the parcel against Purpose 3 is undermined to a degree by the residential development present throughout the parcel.

P1	No function
P2	Strong
P3	Moderate
P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland	Moderate-high

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within the gap between Windlesham and Snows Ride, which is narrow at under 1km. Localised changes in land levels and a wooded environment go some way in ensuring the settlements are understood as distinct from each other. Notwithstanding this, the settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this parcel is likely to lead to the appearance of the settlements merging.	Strong
P3	The parcel is heavily and extensively wooded. The parcel is considered to possess the character of the open countryside and there is, on balance no notable urbanising influences arising from neighbouring land sufficient to undermine the parcels function.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study identified the parent parcel as performing moderately against Purpose 3, whereas the current study identified parcel WNI6 as performing strongly. This is attributed to the differences in the scale of the parcels (the parent parcel was significantly larger) and the refined approach taken to dealing with connectivity in the current methodology.

Overall Part I Rating

High Function

8. Windlesham

Results of Part 2: Wider Impact Assessment

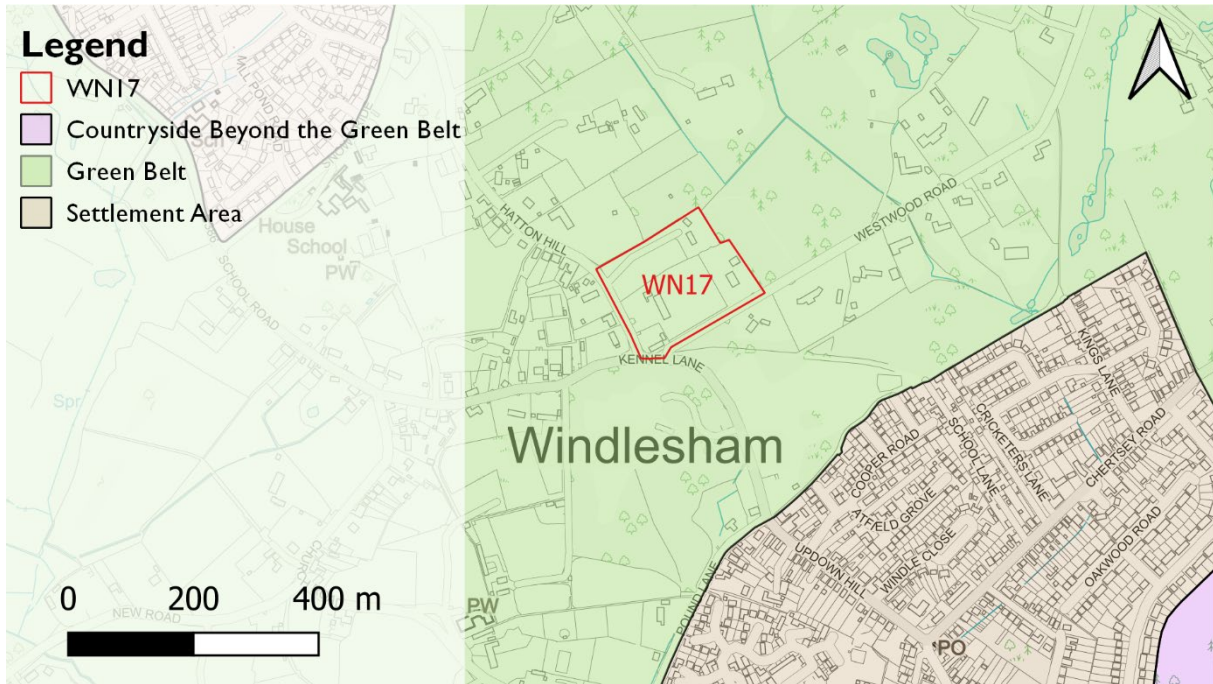
	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:

Development within parcel WNI6 would not relate well to the settlement of Windlesham. A wider release would address connection to the settlement and it is recognised that the surrounding wooded landscape would be relatively containing however connectivity with dispersed residential development in the surrounding area would be increased, which may lead the Green Belt boundary in this location to be perceived as diffuse and would lead to increased containment of open land more widely.

8. Windlesham

WN17: Land to the east of the junction between Hatton Hill and Kennel Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G10: Land to the north east of Hatton Hill and to the south of the A30 London Road		
Parcel G10 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G10 was considered to function strongly to moderately against Purposes 2 and 3, owing to its role in preventing development between Windlesham and Windlesham (Snows Ride) and Sunningdale. The function of the parcel against Purpose 3 is undermined to a degree by the residential development present throughout the parcel.	P1	No function
	P2	Strong
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
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8. Windlesham

SS6b: Windlesham Settled and Wooded Sandy Farmland⁵²

Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within the gap between Windlesham and Snows Ride, which is narrow at under 1km. Localised changes in land levels and a wooded environment go some way in ensuring the settlements are understood as distinct from each other. Notwithstanding this, the settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in this parcel, particularly given that it is adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	On balance, the parcel is considered to possess the characteristics of the countryside and good degree of openness, however residential development does have some limited impact upon openness.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

N/A

⁵² Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Overall Part I Rating	Moderate High Function
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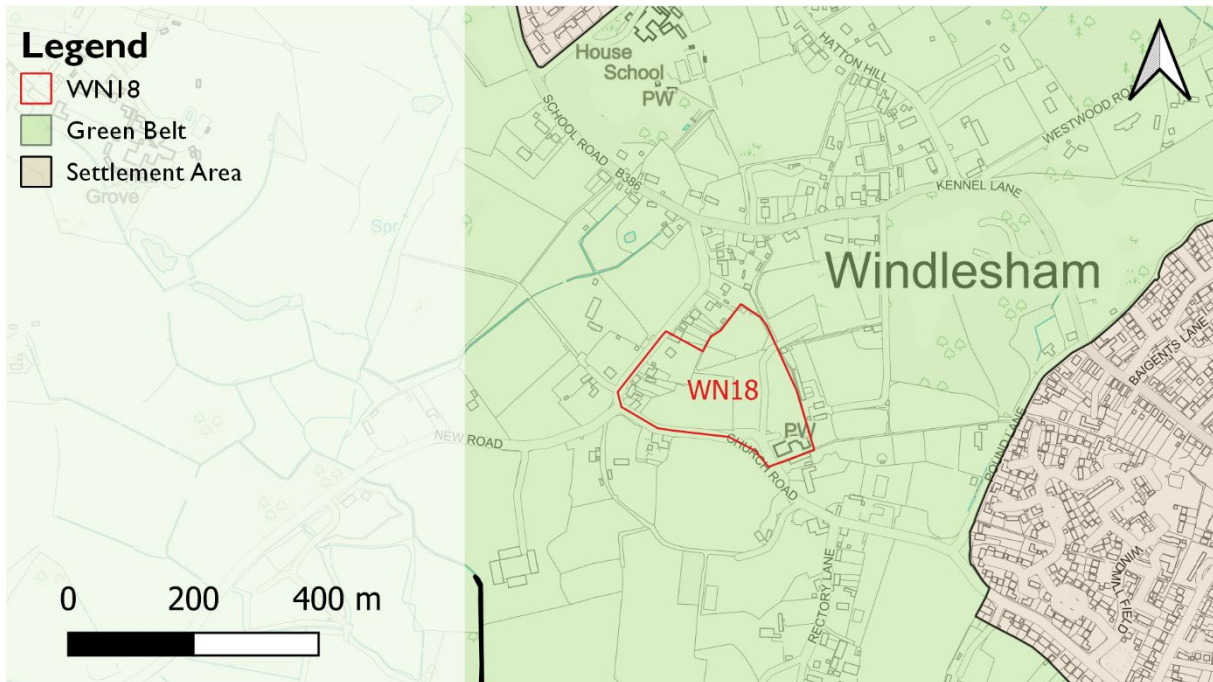
Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
<p>If released on an individual basis, development in this location would be disconnected from, and relate poorly to the settlement of Windlesham.</p> <p>A wider release would address connection to the settlement however connectivity with dispersed residential development in the surrounding area would be increased, which may lead the Green Belt boundary in this location to be perceived as diffuse and would lead to increased containment of open land more widely.</p>

8. Windlesham

WN18: Land north east of Church Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G8a: Land to the south of Kennel Lane and West of Pound Lane		
Parcel G8 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G8a was considered to function strongly against Purposes 2 and 3.	P1	No function
	P2	Strong
	P3	Strong
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS7a: Windlesham to Knaphill Settled and Wooded Sandy Farmland ⁵³	Moderate-high

⁵³ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies in a location with capacity to affect the perception of the narrow to moderate gap between Windlesham and Bagshot and the narrow gap between Bagshot and Snows Ride, lying adjacent to a main route connecting the settlements. The settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. Owing to the nature of the gap in this location, some small scale loss of openness could occur without affecting the sense of the gap.	Moderate
P3	The parcel generally possesses the characteristics of the open countryside, however the intensity of residential development within this parcel is slightly higher than would normally be expected within the countryside.	Moderate
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study rated the parent parcel as functioning strongly against purposes 2 and 3. In contrast, the current Study rates the current parcel as functioning moderately against these Purposes. This difference is considered to arise from the differing spatial characteristics of the parcels and the differing approach taken to settlement gaps in the respective methodologies.

8. Windlesham

Overall Part I Rating	Moderate Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

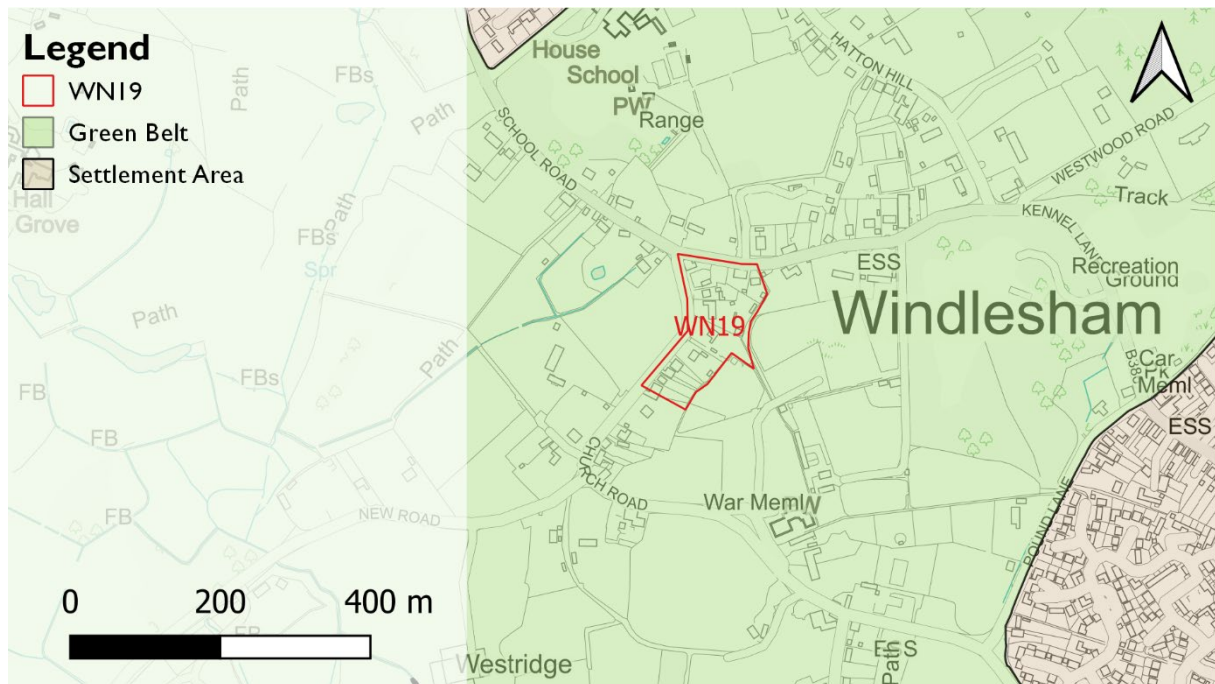
Discussion of Findings:

If released on an individual basis, development in this location would not be connected to the settlement of Windlesham.

The surrounding landscape is relatively open and is high sensitivity. Whilst a wider release in this area would address connectivity with the settlement, it would result in significant containment of remaining Green Belt land, and development would connect with existing ribbon development outside the parcel leading to a lack of distinction between rural and urban areas.

8. Windlesham

WN19: Land south east of the junction between Church Road and Kennel Lane



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G8b: Land to the south of Kennel Lane and West of Pound Lane		
Parcel G8b was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G8b was considered to function weakly against Purposes 2 and 3, compromising openness along key routes between settlements.	P1	No function
	P2	Weak
	P3	Weak
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
N/A – Land not assessed under the SHLSA	

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	Owing to the extent of ribbon development within the parcel, it is not considered that the parcel has the capacity to contribute towards Purpose 2.	No function
P3	There is a significant degree of development within the parcel; taking into account the grain and nature of development, in addition to the presence of some, limited, open land to the south east of the parcel, on balance, the parcel is considered to perform weakly against Purpose 3.	No function
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

Under the 2017 Study the parent parcel was considered to function weakly against Purpose 2 and 3, whereas the current Study identified parcel WNI19 as having no function in either regard. On reflection it is considered that the findings of the 2017 Study were erroneous in this regard.

Overall Part I Rating

**Very Low
Function**

Results of Part 2: Wider Impact Assessment

	Level of Impact
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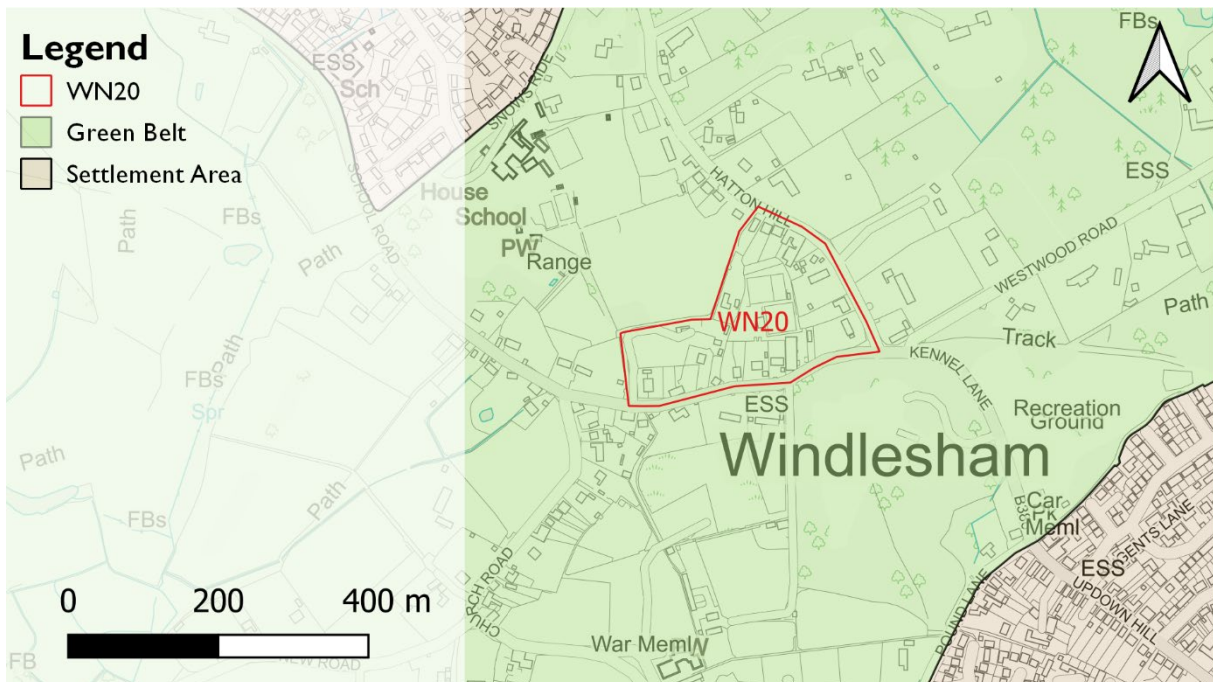
8. Windlesham

If released on an individual basis	Lower Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
If released individually, the parcel would be disconnected from both Windlesham and Snows Ride; However, it is recognised that the parcel is already heavily developed.

8. Windlesham

WN20: Land west of the junction between Kennel Lane and Hatton Hill



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

G9: Land to the south east of Snows Ride and south west of Hatton Hill		
Parcel G9 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and separation from historic settlements. Parcel G9 was considered to function weakly to moderately against Purposes 2 and 3, owing to ribbon development within the parcel.	P1	No function
	P2	Weak
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
SS6b: Windlesham Settled and Wooded Sandy Farmland ⁵⁴	Moderate-high

⁵⁴ The majority of land within the Parcel was excluded from the SHLSA

8. Windlesham

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	Owing to the extent of ribbon development within the parcel, it is not considered that the parcel has the capacity to contribute towards Purpose 2.	No function
P3	The parcel accommodates a significant degree of ribbon development along the course of both adjoining highways. Openness has generally been compromised although some open land exists centrally to the parcel.	Weak
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study rated the parent parcel as performing weak against Purpose 2 and moderate against Purpose 3. The current parcel has been down rated against both Purposes. This reflects the variation in size of the two parcels, with the parent parcel covering a wider area.

Overall Part I Rating

Very Low Function

Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk

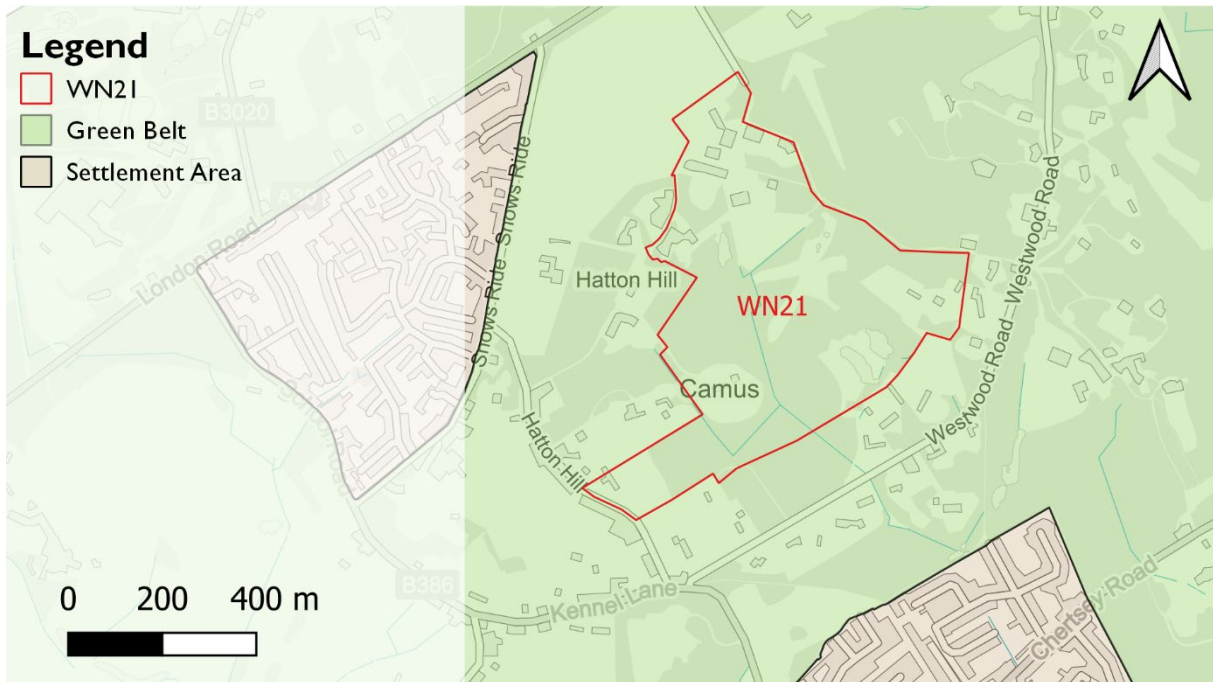
8. Windlesham

If released in conjunction with adjoining parcels	N/A
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Discussion of Findings:
<p>If released individually, the parcel would be disconnected from both Windlesham and Snows Ride.</p> <p>Release of the parcel in conjunction with parcels WN17, WN6 and WN7 would however have a containing effect upon land in WN5 and would result in the creation of a diffuse boundary, as a result of increased connection with ribbon development; the same can be said if the parcel were released alongside SR4 -SR6.</p>

8. Windlesham

WN21: Wooded Land between Snows Ride and Windlesham



Overview of findings from Green Belt and Countryside (GB&CS) Study 2017

GI0: Land to the north east of Hatton Hill and to the south of the A30 London Road		
Parcel GI0 was not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel GI0 was considered to function strongly to moderately against Purposes 2 and 3, owing to its role in preventing development between Windlesham and Windlesham (Snows Ride) and Sunningdale. The function of the parcel against Purpose 3 is undermined to a degree by the residential development present throughout the parcel.	P1	No function
	P2	Strong
	P3	Moderate
	P4	No function

Findings of the Surrey Heath Landscape Sensitivity Assessment (SHLSA)

Ref: Sub Area	Sensitivity to new development
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8. Windlesham

SS6b: Windlesham Settled and Wooded Sandy Farmland⁵⁵

Moderate-high

Assessed under the Surrey Heath Sites Appraisal (SHSA) 2018?

N/A

Results of Part I: Green Belt Purposes Assessment

P1	The parcel is not adjacent or close to any defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area.	No function
P2	The parcel lies within the gap between Windlesham and Snows Ride, which is narrow at under 1km. Localised changes in land levels and a wooded environment go some way in ensuring the settlements are understood as distinct from each other. Notwithstanding this, the settlements are connected over their narrowest point by a number of highways, many of which have a notable degree of ribbon development. As a result the existing gap is fragile and any loss of openness in parcel G21, particularly where adjacent to the connecting highways, is likely to lead to the appearance of the settlements merging.	Strong
P3	The parcel generally comprises wooded land, together with limited residential development. Overall the parcel is considered to exhibit the characteristics of the open countryside.	Strong
P4	The parcel is not considered to form part of the setting of, or contribute to the special character of any historic settlement.	No function

Discussion of any differences between the findings of the 2017 GB&CS, the SHSA 2018 Study & this Study:

The 2017 Study rated the parcel as performing moderately against Purpose 3, whereas the current study up-rates the parcel to Strong. This reflects a change in how ribbon development is addressed between the studies.

⁵⁵ Some areas of land within the Parcel were excluded from the SHLSA

8. Windlesham

Overall Part I Rating	High Function
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Results of Part 2: Wider Impact Assessment

	Level of Impact
If released on an individual basis	Higher Risk
If released in conjunction with adjoining parcels	N/A

Discussion of Findings:
If released individually, the parcel would be disconnected from both Windlesham and Snows Ride. Loss of Green Belt here would increase containment of land to both the north west and south, although the wooded landscape in this location would limit the impact of this containment to a degree. Given the settled nature of the Green Belt in this location, release of this parcel alone, or in conjunction with parcels at Snows Ride or Windlesham, would lead development to connect with existing ribbon development outside the parcel leading to a lack of distinction between rural and urban areas.