
**Surrey Heath Local
Plan 2014 - 2032**

**Green Belt and
Countryside Study**

October 2017

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1. Introduction

1.1 A new Local Plan for Surrey Heath

1.1.1 Surrey Heath Borough Council is preparing a new Local Plan for the Borough which will set out the strategies and policies that will guide the development of the Borough up to 2032.

1.1.2 In developing the new Local Plan, it is essential that the Council is able to draw upon a comprehensive evidence base that provides robust, relevant and up-to-date evidence in respect of a range of strategic matters that affect Surrey Heath. This will enable sound decisions to be made in respect of the strategies and policies that are best placed to deliver a positively prepared Plan that allows Surrey Heath to develop in a way that is sustainable and consistent with the Policies in the National Planning Policy Framework (NPPF).

1.2 What is the purpose of the Green Belt and Countryside Study

1.2.1 Over 44% of land within Surrey Heath is designated as Metropolitan Green Belt. As a strategic policy of land use constraint covering nearly half of the Borough, this designation will be a key consideration in the development of the new Local Plan, particularly as the Council gives consideration as to the degree to which the emerging Plan is able to meet identified objectively assessed needs in a way that is consistent with the policies of the NPPF. This Study therefore seeks to provide a robust and up-to-date appraisal of how the Green Belt within Surrey Heath is functioning against purposes 1 – 4 of the Green Belt as identified within Paragraph 80 of the NPPF¹:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment; and
- To preserve the setting and special character of historic towns.

1.2.2 This Study also gives consideration to how countryside (beyond the Green Belt) within Surrey Heath as identified on the Policies Map of the Surrey Heath Core Strategy and Development Management Policies DPD 2011 – 2028 functions against the purposes of the Green Belt as set out within the NPPF.

1.3 What the Study will not do

1.3.1 This Green Belt and Countryside Study has been undertaken solely for the purpose of informing the local plan making process. It does not constitute planning policy.

1.3.2 This Study does not provide any assessment of whether there are any exceptional circumstances to warrant an alteration to Green Belt boundaries. This matter will be considered separately as part of the Council's capacity work to examine the

¹ The assessment does not examine the function of the Green Belt against Purpose 5 of the Green Belt, which indicates that the Green Belt should "assist in urban regeneration, by encouraging the recycling of derelict and other urban land". A full explanation of this approach is set out at Section 5.

extent to which the emerging Local Plan can meet identified objectively assessed needs in a way that is consistent with the policies of the National Planning Policy Framework, with regard had to other relevant evidence-based documents as appropriate.

1.4 Structure of the report

1.4.1 This Study comprises:

- The policy context of the Green Belt (Section 2);
- The Green Belt within Surrey Heath (Section 3);
- Surrey Heath's approach to the Study (Section 4);
- Assessment Methodology (Section 5);
- Summary of assessment findings (Section 6); and,
- Conclusions and next steps (Section 7).

2. The Policy Context of the Green Belt

2.1 The historic policy context of the Green Belt

2.1.1 The Metropolitan Green Belt was first established by Patrick Abercrombie within the Greater London Plan of 1944, in response to a programme of urban expansion. Although initially conceived as a relatively narrow band of public parks around London, the Metropolitan Green Belt became a greater reaching strategic policy of land use constraint designed to contain urban growth. A series of Circulars and guidance notes were published to encourage Local Authorities to designate Green Belts, setting down at a national level what a Green Belt should achieve and how local authorities should designate and preserve them.

2.1.2 An initial Circular, 42/55, recommended that Planning Authorities consider whether to establish Green Belts in their areas in order to:

- Check the further growth of a large built up area;
- Prevent neighbouring settlements from merging into one another; or,
- Preserve the special character of a town.

2.1.3 The initial Circular invited Planning Authorities wishing to establish Green Belt in their areas to submit a sketch plan to the Minister of Housing and Local Government indicating approximate boundaries for the Belt.

2.1.4 Recognising that a number of sketch plans had been received and considered by the Minister of Housing and Local Government, a subsequent Circular, 50/57, confirmed that Authorities could now proceed with the formal definition of Green Belt boundaries in Development Plans. The Circular set out in greater detail how boundaries should be defined, advising that boundaries should follow the lines of features that can be recognised on the ground and that pockets of land around towns should be omitted from the Green Belt with the purpose of being developed at a later date without prejudice to the Green Belt. Circular 50/57 also gave an indication of how villages within the Green Belt should be addressed, indicating:

“where it is proposed to allow no new building at all, the Green Belt notation can be simply carried across the settlement. Where it is proposed to allow ‘infilling’ but no extension of a settlement and the form of the present settlement is such that it is clear what infilling would imply, the Green Belt notation can simply be carried across the settlement....the need to map the limits for development of a settlement is likely to arise only where the authority propose to allow some limited measure of expansion, or where the existing development is scattered and the authority consider it necessary to in the Plan their precise intentions”

2.1.5 A later Circular, 14/84, recognised that detailed Green Belt boundaries were starting to be established or revised through Local Plans and endeavoured to provide advice on their definition. In particular, the Circular clarified that detailed Green Belt boundaries should endure well beyond the plan period and should only be altered in exceptional circumstances.

2.1.6 In 1988, the Government replaced all preceding Circulars with Planning Policy Guidance Note 2: Green Belts. PPG2 expanded upon many of the themes

addressed in the preceding guidance². It also introduced some subtle changes in emphasis to the existing purposes of the Green Belt and added two further purposes of the Green Belt. The resulting five purposes of the Green Belt were to:

- Check the unrestricted sprawl of large built-up areas;
- Prevent neighbouring towns merging into one another;
- Assist in safeguarding the countryside from encroachment;
- Preserve the setting and special character of historic towns; and
- Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

2.1.7 PPG2, whilst amended in 1995 and 2001, provided a largely unaltered Policy framework for Green Belts for the following 23 years.

2.1.8 In March 2012, PPG2 was replaced by the National Planning Policy Framework (NPPF), which provides current policy in respect to Green Belts. The following Section examines the approach the NPPF takes in respect of Green Belts.

2.2 The National Planning Policy Framework (NPPF)

2.2.1 In March 2012, the Government introduced the National Planning Policy Framework (NPPF), replacing and consolidating all Planning Policy Statements and Planning Policy Guidance notes, including PPG2, into a single document.

2.3 Sustainable Development in the NPPF

2.3.1 The NPPF can be seen as an evolution of previous planning policy to take account of current pressures and trends; most notably, this has led to a re-focusing of policy around sustainable development, with the NPPF indicating that a presumption in favour of sustainable development should be seen as a golden thread running through plan-making and decision-taking (NPPF Paragraph 14). For plan-making, it is advised that the presumption in favour of sustainable development means that objectively assessed needs should be met, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole or any specific policies in the Framework indicate development should be restricted (NPPF Paragraph 14). This reflects advice within NPPF Paragraph 6 which indicates that the Policies within the NPPF, taken as a whole, constitute the Governments view of what sustainable development is. The NPPF does not provide guidance in respect of how Local Authorities should undertake the balancing exercise required by NPPF Paragraph 14; it is therefore prudent for Local Authorities to ensure that emerging plans and strategies are underpinned by appropriate and evidence that demonstrates in a transparent and robust way how the Local Authority has sought to undertake this balancing exercise.

² including (but not limited to), the need for very special circumstances to justify many types of development within the Green Belt (carried through from Circular No.42/55), the need to recycle urban land (Circular 14/84), the approach to addressing villages within the Green Belt (carried through from Circulars 42/55 and 50/57), the need for robust Green Belt boundaries which should only be altered in exceptional circumstances (Circular 14/84) and the need to identify land to be safeguarded for future development (Circulars 50/57 and 14/84).

2.4 The Green Belt in the NPPF

2.4.1 Green Belts are addressed at Paragraphs 79-92 of the NPPF. The NPPF seeks the continued use of Green Belts as a policy of land use constraint to control the expansion of urban areas and as such, supports its ongoing protection. It is unsurprising then that Green Belt Policy is cited as a Policy that may indicate that development should be restricted (NPPF Paragraph 14). In seeking the ongoing protection of the Green Belt, the NPPF carries forward much of the guidance set down within PPG2. It is advised that:

“the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence” (NPPF Paragraph 79)

2.4.2 The NPPF also continues to recognise the Green Belt as serving five purposes; unaltered from PPG2, these are:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land (NPPF Paragraph 80).

2.4.3 Where local planning authorities have Green Belts in their area, they should establish Green Belt boundaries in their Local Plans (NPPF Paragraph 83). As with previous guidance, it is emphasised that that once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. Where boundaries are being considered, the NPPF places a duty upon the Local Authority to have regard to their intended permanence in the long term, so that they are capable of enduring beyond the plan period.

2.4.4 Where Green Belt boundaries are being drawn up or reviewed, the NPPF emphasises that local authorities should take account of the need to promote sustainable patterns of development, considering particularly the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary (NPPF Paragraph 84). No methodology is provided by the NPPF to guide local authorities in undertaking the review or drawing up of boundaries; however, Paragraph 85 of the NPPF advises that local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
- not include land which it is unnecessary to keep permanently open;
- where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;

- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

2.4.5 The NPPF also sets out the approach to be taken to villages within the Green Belt, advising:

“if it is necessary to prevent development in a village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt, the village should be included within the Green Belt. If, however, the character of the village needs to be protected for other reasons, other means should be used...and the village should be excluded from the Green Belt” (NPPF Paragraph 86)

2.4.6 This represents a change from the approach set out within the PPG, by moving away from a choice-based approach to addressing villages within the Green Belt (a part of Green Belt policy first established through Circular 50/57 before being developed in later policy guidance) in favour of a test-based approach which requires villages within the Green Belt to have both an open character and make an important contribution to the openness of the Green Belt.

2.4.7 It is emphasised that new Green Belts should only be established in exceptional circumstances, for example when planning for larger scale development such as new settlements or major urban extensions (NPPF Paragraph 82). When seeking to establish new Green Belt, local planning authorities should:

- demonstrate why normal planning and development management policies would not be adequate;
- set out whether any major changes in circumstances have made the adoption of this exceptional measure necessary;
- show what the consequences of the proposal would be for sustainable development.
- demonstrate the necessity for the Green Belt and its consistency with Local Plans for adjoining areas; and
- show how the Green Belt would meet the other objectives of the Framework.

2.4.8 As with previous Green Belt policy, once established, development within the Green Belt should be carefully controlled and inappropriate development should be avoided, except in very special circumstances (NPPF Paragraphs 87 – 92).

2.5 Speeches, Ministerial Statements, Letters, Planning Practice Guidance and the Housing White Paper

- 2.5.1 Since the introduction of the NPPF, a number of Ministerial Statements, speeches, letters and Planning Practice Guidance have been released in order to clarify or reaffirm aspects of national Green Belt policy in its context as part of the wider Planning Policy Framework.
- 2.5.2 Soon after the release of the NPPF in September 2012 during his first House of Commons speech as the then Parliamentary Under Secretary of State for Planning, Nick Boles MP controversially said that the Green Belt is safe 'for now'. At the same time, Chancellor George Osborne called for increased flexibility through greater use of existing powers to swap Green Belt land, enabling development on some sites in exchange for new land being categorised as Green Belt.
- 2.5.3 In November 2012, Nick Boles MP sought to address the problem of housing delivery by stating that the amount of developed land across England should increase from 9 to 12 per cent. He subsequently confirmed that development should take place on 'open land', not the Green Belt. Later, in May 2013, Nick Boles MP commented that building homes on Greenfield land will create more 'human happiness' than preserving fields and that Councils refusing to sanction more house building were 'deeply irresponsible'.
- 2.5.4 Notwithstanding this, in March 2014, Nick Boles MP, wrote to the Planning Inspectorate to reaffirm the government's commitment to maintaining key protections for the countryside and, in particular, for the Green Belt. The letter was issued following the publication of an Inspector's report on the examination into the Reigate and Banstead Local Plan, which he considered "invited misinterpretation of government policy and misunderstanding about the local authority's role in drawing up all of the policies in the draft plan". The letter draws attention to the Framework being clear that a Green Belt boundary may be adjusted only in exceptional circumstances and reiterates the importance and permanence of the Green Belt, that the special role of Green Belt is recognised in the framing of the presumption in favour of sustainable development, and that the choice to adjust Green Belt boundaries lies ultimately with the Local Authority concerned.
- 2.5.5 In the same month, the Government published new web-based Planning Practice Guidance to accompany the policies in the NPPF. This guidance set out that unmet housing need in a particular area is unlikely to meet the "very special circumstances" test to justify the approval of planning applications for development within the green belt.
- 2.5.6 Later in 2014 a further addition to Planning Practice Guidance sought to reiterate that local planning authorities should, through their Local Plans, meet objectively assessed needs unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, or specific policies in the Framework, including those relating to Green Belt, indicate development should be restricted. It also

sought to stress that Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan.

2.5.7 In December 2014, Brandon Lewis MP, Minister of State for Housing and Planning, wrote to the Chief Executive at the Planning Inspectorate about strategic housing market assessments. This letter set out the relationship between housing figures produced as part of a Strategic Housing Market Assessment and those in a Local Plan and how to take into account constraints such as green belt land. It was indicated that Councils should take adequate time to consider how environmental and policy constraints, such as Green Belt, will impact on their overall final housing requirement.

2.5.8 In February 2017, the Government released 'Fixing our broken housing market', a housing white paper setting out the Government's plans to reform the housing market and boost the supply of new homes in England. In the White Paper the Government reemphasised its commitment to protecting the Green Belt. To support this aim, the Government set out proposals to amend and add to national policy to make clear that authorities should amend Green Belt boundaries only when they can demonstrate that they have examined fully all other reasonable options for meeting their identified development requirements, including:

- making effective use of suitable brownfield sites and the opportunities offered by estate regeneration;
- the potential offered by land which is currently underused, including surplus public sector land where appropriate;
- optimising the proposed density of development; and
- exploring whether other authorities can help to meet some of the identified development requirement.

2.5.9 In addition, it was proposed that where land is removed from the Green Belt, local policies should require the impact to be offset by compensatory improvements to the environmental quality or accessibility of remaining Green Belt land.

3. The Green Belt within Surrey Heath

- 3.1.1 The general extent of the Metropolitan Green Belt within Surrey was first established through the 1958 Surrey Development Plan and incorporated areas of Bagshot Rural District, which was merged with the Urban District of Camberley and Frimley following local government reorganisation in 1974 to form the new Borough of Surrey Heath.
- 3.1.2 It was later recognised that some areas, including land at Chobham Common, had been excluded from the Green Belt for administrative and technical reasons or as a result of uncertainty in respect of anticipated growth needs; this led to ‘serious anomalies’ in the definition of Green Belt and created confusion in respect of the status of some areas of land. The 1980 Surrey Structure Plan sought to address such anomalies and reaffirmed that the detailed definition of the Green Belt boundary would be crucial to the effective implementation of Green Belt policy. Clarifying that the detailed definition of outer Green Belt boundaries should be determined within individual Local Plans, the 1980 Structure Plan indicated that a Green Belt should be maintained from the county boundary with Greater London to “*a general line extending southwards from a point west of Windlesham, passing west of Knaphill to a point of Tongham*”.
- 3.1.3 The precise outer boundary of the Metropolitan Green Belt within Surrey Heath was set down within the Surrey Heath Local Plan 1987, drawn broadly along the line of the A322 and, to the south of the Red Road, around Ministry of Defence landholdings (notwithstanding three areas around West End and Windlesham that were excluded from the Green Belt to meet longer term development needs). As a result of this exercise, 183 hectares of the eastern part of the Borough was formally designated as Green Belt (see Figure 3.1)
- 3.1.4 Since 1987, Surrey Heath has developed and adopted three successive plans for the Borough³, all of which have maintained the Green Belt boundaries set down within the Local Plan 1987. In doing so the boundaries set down in the Local Plan 1987 have to date fulfilled national level policy objectives of surviving well beyond their original plan period.

³ Including the Local Plan 1994, Local Plan 2000 and Core Strategy and Development Management Policies 2012 - 2028

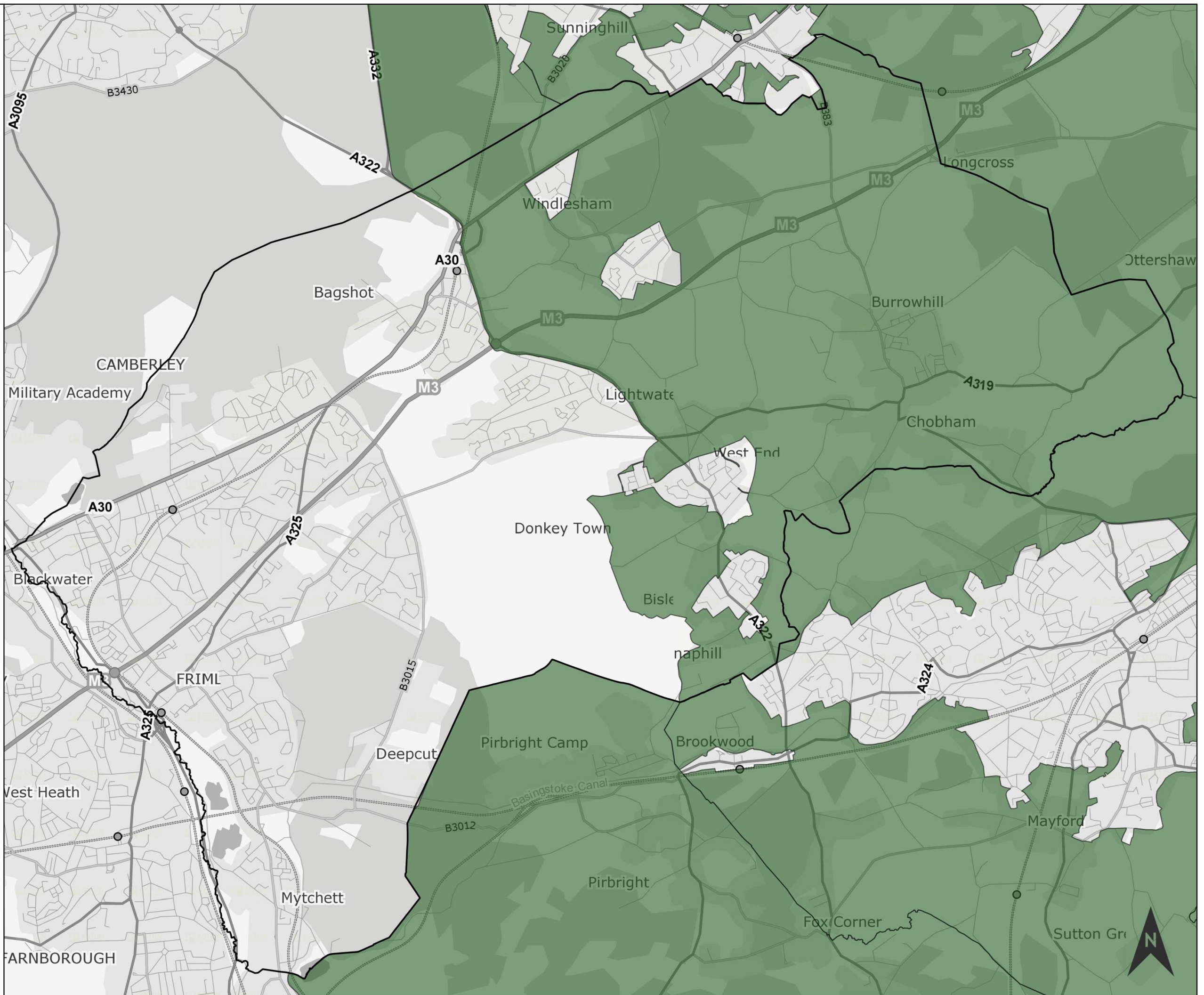
Figure 3.1 Green Belt within Surrey Heath



Legend

- Surrey Heath Boundary
- Extent of Green Belt

Scale 1:47,881



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4. Surrey Heath's approach to the Study

4.1 Purpose of Study

4.1.1 As a strategic policy of land use constraint that covers over 44% of the Borough, it is recognised that the Green Belt is a key consideration in the development of the new Local Plan. Surrey Heath has therefore determined that it is appropriate to undertake a Study with the purpose of establishing how the Green Belt and countryside within Surrey Heath functions. This will enable the Council to bring a robust understanding of the function of the Green Belt and countryside within the Borough to wider capacity work to examine the extent to which the emerging Local Plan can meet identified objectively assessed needs in a way that is consistent with the policies of the National Planning Policy Framework.

4.2 Formulating a methodology for evaluating the performance of the Green Belt and countryside

4.2.1 An appropriate methodology is required to carry out a thorough, robust and consistent study. It is recognised that in the absence of any national level guidance in respect of how to scrutinise the function of the Green Belt and/or countryside, it falls to Surrey Heath to formulate an appropriate methodology for the study. To inform the development of the methodology, the Council initially undertook a best practice review of other comparable studies to reflect on what can be learnt from others' experiences. Consideration was then given to the methodologies employed by the Borough's adjoining Authorities.

4.3 Best Practise Review

4.3.1 With the aim of establishing a robust and transparent methodology for the analysis of Surrey Heath's Green Belt, the following sample of pre and post-NPPF reviews (incorporating both tested and emerging studies) have been examined:

- Bath and North East Somerset (Arup 2013);
- Doncaster Metropolitan Borough Council Green Belt Review (Arup 2016)
- Stevenage (Amec 2013);
- West Midlands Joint Green Belt Study (LUC 2015);
- Redditch Green Belt Study (Redditch Borough Council 2013);
- Dacorum, St Albans City & District Council and Welwyn Hatfield Borough Council (SKM 2013).

4.3.2 It is important to recognise that each review is different, having been devised in response to a specific brief and tailored to assess the characteristics of a specific part of the Green Belt. In spite of differences however, common themes in respect of assessing the function of the Green Belt are evident.

4.3.3 The strategic nature of the Green Belt was acknowledged in all studies. In some cases, the strategic nature of the Green Belt prompted Authorities to undertake joint studies, however in many cases it was noted that this was not practicable, as a result of Authorities being in different stages in their Plan making. For

Authorities that undertook a discrete review, consultation was generally carried out with neighbouring Authorities under the Duty-to-Cooperate in order to encourage the development of a robust methodology. A number of studies, also sought to review Green Belt studies undertaken in adjoining Boroughs in order to gain an understanding of how the Green Belt was being addressed beyond its boundaries. For a number of Authorities and particularly those seeking to identify land for release from the Green Belt through their Green Belt Reviews efforts were made to gain an understanding of how potential releases of land would interact with the proposed release of land within other Boroughs. No Authority considered it appropriate to assess how land falling outside of its administrative boundary functioned against the purposes of the Green Belt.

- 4.3.4 Whilst all studies sought to examine the function of land already designated as Green Belt, a number of studies including those at Stevenage and Dacorum, St Albans and Welwyn Hatfield, extended the spatial scope of the study to include pre-defined areas of land falling outside of the Green Belt. These were generally taken through the same or a similar assessment to Green Belt land with the purpose of identifying any areas that could realistically be designated as compensatory Green Belt in the event that it was deemed necessary to remove any land from the Green Belt.
- 4.3.5 In all studies the broad terms used within the purposes of the Green Belt as set out within the NPPF, such as 'sprawl', 'built-up areas', 'neighbouring towns' and 'encroachment' were clearly defined to bring transparency to the assessment process. Variation was encountered in the way each authority defined these broad terms, in recognition of the need to take account of the local context and to encourage meaningful outcomes at a local level.
- 4.3.6 For nearly all studies examined, assessment criteria based upon the purposes of the Green Belt as set out within the NPPF were developed and justified. These generally took the form of a specific question or series of questions for each purpose to distinguish and make transparent the degree to which land fulfilled a purpose. Assessment criteria generally appeared to have been developed to reflect local circumstances. For example, Purpose 2 relates to preventing neighbouring towns from merging – this Purpose was variously defined by each authority, with some choosing to examine the role played by the Green Belt in preventing settlements of any size from merging, some examining towns alone and some, including Bath and North East Somerset using a bespoke mix of towns and other, smaller settlements.
- 4.3.7 In respect of approaches to scoring, nearly all studies endeavoured to apply a traffic light, or colour graded system, infrequently with associated numerical scoring. No authority sought to weigh any one criteria over and above another to reflect that all criteria are equal within the NPPF.
- 4.3.8 In all cases, the study area was subdivided into smaller land Parcels to ensure that a meaningful distinction could be made between different parts of the study area; where necessary, some authorities also considered groups of Parcels cumulatively, or smaller areas of Parcels, according to local circumstances. All

reviews examined generally identified the boundaries of land Parcels using recognisable physical features.

- 4.3.9 The fifth purpose (to assist in urban regeneration) was excluded from many studies. In such cases the decision to omit Purpose 5 was clearly justified within the method statement. Generally it was asserted that all Green Belt by its nature assists in urban regeneration by restricting the use of other land. In view of this, some studies sought to contend that inclusion of the fifth purpose within the assessment could not be achieved without employing inference or risking misplaced attribution, which could undermine the study. In such cases it was deemed exceptionally difficult to accurately judge how a specific part of the Green Belt contributes to regeneration. In some cases, it was noted that opportunities for urban regeneration would be taken into account through other evidence-based work outside of any Green Belt Assessment.

4.4 Review of studies undertaken by neighbouring authorities

- 4.4.1 Prior to commencing the development of a Green Belt and Countryside Study for Surrey Heath, a review exercise was also undertaken to determine how adjoining Authorities with Green Belts in their area had sought to address the Green Belt in their own recent plan-making activities. This exercise facilitated a clearer understanding of how neighbouring Authorities have endeavoured to address the strategic nature of the Green Belt within their plan-making and assisted in developing a clearer understanding of the wider spatial context of any work later carried out by Surrey Heath on the subject. A detailed discussion of the findings of this exercise is contained at Annex 1, however in summary, the review of neighbouring Authorities revealed the following:

- All neighbouring Authorities with Green Belt land in their areas were in the process of preparing new Local Planning documents, with all having prepared Green Belt Reviews/Studies to support their plan-making activities.
- In the case of Bracknell Forest and Wokingham, the strategic nature of the Green Belt prompted Authorities to undertake a study jointly. In all other cases studies were focused on land within the initiating Authority alone.
- For Authorities that undertook an individual review, consultation was generally carried out with neighbouring Authorities under the Duty-to-Cooperate at the method-drafting stage of the process in order to encourage the development of a robust methodology and to proactively encourage ongoing engagement throughout the review process. A number of studies, including that at Runnymede, also sought to review Green Belt studies undertaken in adjoining Boroughs in order to gain an understanding of how the Green Belt was being addressed beyond its boundaries.
- Despite the strategic nature of the Green Belt, no study considered it appropriate to assess in any detail how Green Belt areas falling within other Boroughs functions. Notwithstanding this, in many cases it was

acknowledged that Green Belt within the study area could have a role in contributing to the purposes of the Green Belt (as defined within the NPPF) across an area extending beyond the study area.

- The scope and methodology used in each study has been tailored to local circumstances and as a result, there is some variation in respect of how each purpose of the Green Belt has been assessed.
- Whilst some studies sought to examine how the study area met all five NPPF purposes, a number of studies excluded purposes 4 and 5 from consideration.
- Whilst some studies focused on the performance of land designated as Green Belt only, a number of studies also sought to examine how other areas of land performed against the purposes of the Green Belt in recognition of the fact that Green Belt boundaries can both expand and contract through the Local Plan process.
- All studies were designed to respond to a specific range of objectives, with some studies seeking to establish how the study area performs against the purposes of the Green Belt only. Some studies however utilised their Green Belt Reviews to identify land for removal from the Green Belt.
- For a number of Authorities and particularly those seeking to identify land for release from the Green Belt through their Green Belt Reviews (including Woking) efforts were made to gain an understanding of how potential releases of land would interact with the proposed release of land within other Boroughs.

4.5 Drafting of the methodology

4.5.1 Following the review of best practice examples and the studies undertaken by neighbouring Authorities, a draft methodology for undertaking the study was prepared taking into account the findings of the exercises.

4.5.2 To ensure that the Study is sufficiently robust to underpin the Council's plan-making work and resilient enough to withstand scrutiny at Examination in Public (EiP), the Council then appointed Land Use Consultants (LUC) following a tendering exercise to undertake a peer review of the methodology that the Council has prepared for the Study. LUC are an independent planning consultancy who possess extensive experience in undertaking Green Belt Assessments and Reviews. As such LUC are considered to be suitably qualified and experienced to provide a detailed peer review of the Methodology.

4.6 Feedback from Peer Review

4.6.1 Initial findings from the peer review exercise were received in early March 2017 and a final draft report was issued by LUC in late March⁴. Feedback was provided with regard had to:

⁴ Available at: <http://www.surreyheath.gov.uk/residents/planning/planning-policy/evidence-base>

- Policy guidance contained within the National Planning Policy Framework;
- Relevant case law;
- Planning Advisory Service guidance;
- Planning Officers Society Guidance;
- Green Belt reviews and studies undertaken by neighbouring authorities; and,
- The Department for Communities and Local Government White Paper, 'Fixing our Broken Housing Market' published in February 2017.

4.6.2 Feedback in respect of the methodology confirmed that LUC broadly supported the Council's approach to the assessment; however a number of suggestions were made in respect to some aspects of the methodology which was re-drafted taking into account many of the comments made. A table of key points arising from the peer review exercise together with actions taken to update the methodology is contained at Annex 2.

4.7 Consultation under Duty to Cooperate

4.7.1 As recognised throughout this study, the Metropolitan Green Belt is a strategic, cross-boundary matter. Since the revocation of Regional Spatial Strategies, Local Planning Authorities have had responsibilities for strategic matters, which must be addressed through the duty to cooperate. National Planning Policy Guidance (NPPG) defines the duty to cooperate as:

"a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters" Paragraph: 001 Reference ID: 9-001-20140306

4.7.2 The Best Practice Review set out above highlights how a number of other Authorities have sought to address the strategic nature of the Green Belt through the Duty to Cooperate. Surrey Heath gave consideration as to how to best address the Duty to Cooperate and, taking account of the findings of the review exercise, it was concluded that it would be unlikely that the principle of undertaking a joint study with an adjoining Borough would be feasible, taking into consideration the variance in plan making timetables across the area and given that all other Authorities have recent Green Belt Reviews or Studies in place.

4.7.3 As a result Surrey Heath considered it appropriate to circulate the proposed methodology to neighbouring and other relevant duty to cooperate partners for comment. This exercise comprised a three week consultation undertaken between 19th July 2017 and 2nd August 2017. 11 neighbouring authorities and duty-to-cooperate partners were consulted, with 8 neighbouring authorities providing feedback. The feedback received was reviewed and where considered appropriate taken on board in refining the final methodology, prior to assessment being undertaken. A summary of the comments received and actions taken in is provided at Annex 3.

4.7.4 The final methodology prepared for the Study is summarised in Section 5.

5. Assessment Methodology

- 5.1.1 The purpose of this Green Belt and Countryside Study is to provide a comprehensive review of how the Green Belt and countryside within Surrey Heath currently functions against the purposes of the Green Belt as set out within the NPPF.
- 5.1.2 In the absence of an established methodology for undertaking such a study, Surrey Heath has developed a bespoke methodology to identify how the Green Belt and wider countryside within the Borough functions against the purposes of Green Belt as set out in Paragraph 80 of the National Planning Policy Framework. This methodology has been developed with regard had to national policy and guidance, the experiences of other Local Authorities, local circumstances and the approaches taken to appraising the performance of Green Belt and countryside (where applicable) in neighbouring Boroughs (see Section 4). The methodology has also been peer reviewed by Land Use Consultants, who have a proven track record in producing robust Green Belt assessments and boundary reviews. The methodology is intended to ensure consistency in how the assessment is undertaken across the study area.
- 5.1.3 The following section discusses the assessment methodology that Surrey Heath has used to identify how both the Green Belt and wider countryside within the Borough functions against the purposes of Green Belt as set out in Paragraph 80 of the National Planning Policy Framework.

5.2 Facilitating an effective study

- 5.2.1 Prior to undertaking the assessment, the study area (comprising land designated as Green Belt and countryside beyond the Green Belt falling within the administrative boundary of Surrey Heath) was first subdivided into smaller Parcels to ensure that any variation in performance against the NPPF purposes across the Borough could be identified and understood.
- 5.2.2 For the purposes of transparency, the study area was initially divided into two broad areas in order to distinguish those areas designated as Green Belt from those areas designated as countryside beyond the Green Belt. Permanent man-made and natural features⁵ were then used to identify the boundaries of smaller Parcels within these broad areas; these features are visually discernible, unlikely to change in the long term and in a number of cases, such elements already define the boundaries shared between the Green Belt, countryside and settlements. This approach to the identification of Parcels will ensure that Parcels are of a size commensurate to a strategic level study whilst being sufficient to draw out differences in the performance of different areas of land.
- 5.2.3 In cases where this approach resulted in the identification of Parcels incorporating land falling outside of the Borough, the outer boundary of the Parcel was re-defined by the administrative boundary. The re-drawing of the boundaries of affected Parcels in this way reflects that land falling outside the Borough is not within the scope of this study and the assessment of such land may lead to

⁵ Including the M3 Motorway, adopted highways, railway lines, rivers and the Basingstoke Canal.

inappropriate replication of assessment of land within other Boroughs. Notwithstanding this, in undertaking assessment of affected Parcels the Council has had regard to the outcomes of any assessment of the adjoining land undertaken by neighbouring authorities, in recognition of the strategic nature of the Green Belt.

5.2.4 In cases where this approach has resulted in the definition of small Parcels under 2ha in size (for example where a number of A and B roads intersect in close proximity), the small Parcel was integrated into an adjacent Parcel. This is because it was considered that the assessment of such small Parcels would be unlikely to yield any meaningful results.

5.2.5 The approach led to the identification of 71 Green Belt Parcels and 36 countryside Parcels. Each identified Parcel was subsequently identified by a letter and number, with Green Belt sites prefixed by 'G' and countryside sites prefixed by 'C' (e.g. G1, C1).

5.3 Assessing the Parcels

5.3.1 Following the subdivision of the study area, each Parcel was assessed against a series of questions linked to Purposes 1 – 4 of the Green Belt as set out within Paragraph 80 of the NPPF, with the objective of establishing how each Parcel is functioning. By undertaking the assessment in this way, consistency in the way each Parcel is assessed will be secured.

5.3.2 The assessment of Parcels was undertaken with regard had to a range of desk-based resources, including (but not limited to) aerial photography and Ordnance Survey mapping held within the Councils Geographic Information System. Each Parcel was also visited to check and challenge any findings arising from consideration of desk-based resources. The specific resources used to inform the assessment are stated under each Purpose set out below.

5.3.3 The following subsections sets out how Surrey Heath considered each of the Purposes of the Green Belt through this assessment in detail, including;

- How Surrey Heath has defined relevant terms used within the NPPF for the purposes of this assessment; and,
- The questions associated with each Purpose that will be used to develop a robust understanding of how each Parcel functions against each Purpose of the Green Belt.

5.4 Purpose 1: To check the unrestricted sprawl of large built-up areas

5.4.1 Purpose 1 recognises that the Green Belt performs a barrier role by restricting the outward growth of large built-up areas. As such the assessment of how the Green Belt and countryside within Surrey Heath functions against Purpose 1 focuses upon how Parcels act to provide a barrier, or zone of constraint to the sprawl of large, built-up areas by focusing upon those parts of the Green Belt and countryside that lie at the periphery of large built-up areas.

5.4.2 In making the assessment of how Parcels perform against Purpose 1, 'sprawl' has been defined as the outward spread of a large built-up area in an untidy or

irregular way. Large built-up areas have been identified as any main towns or principal urban areas that are identified within the Surrey Heath Core Strategy and Development Management Policies DPD 2011 – 2028 or the respective adopted DPD's of neighbouring areas. Only those large built-up areas that lie directly adjacent to Borough boundary will be considered through this assessment however. This is because this assessment is focused on the point at which the countryside and Green Belt meets built-up areas; it is not envisaged that countryside or Green Belt within Surrey Heath is capable of directly checking the sprawl of any large built-up areas more distant from Borough boundary, including London. The resultant large built-up areas are set out in Table 5.1.

| Local Authority | Large built-up area |
|-----------------|--|
| Surrey Heath | Camberley and Frimley (including Frimley Green) ⁶ |
| Woking | Woking ⁷ |
| Guildford | Ash and Tongham ⁸ |
| Rushmoor | Farnborough, North Camp and Aldershot ⁹ |
| Hart | Hawley and Blackwater ¹⁰ |

Table 5.1: Large built-up areas

- 5.4.3 In determining how effectively Parcels function to check the sprawl of the defined large built-up areas, consideration is given to the proximity of Parcels to large built-up areas and the nature of the boundary where the countryside or Green Belt and built-up areas meet.
- 5.4.4 Those Parcels falling closest to the periphery of the identified large built-up areas are considered to have the greatest potential to function against Purpose 1 as it is these areas that provide the immediate zone of constraint to further expansion. The capacity for a Parcel to prevent the sprawl of a large, built-up area will fall away with distance from the urban edge.
- 5.4.5 The capacity for a Parcel to prevent the sprawl of a large, built-up area is also affected by its character at the point at which the rural and urban areas meet, in addition to the nature of any features which define the threshold between the areas. Paragraph 85 of the NPPF indicates that Green Belts with boundaries that are clearly defined using recognisable features are more likely to be permanent; an essential characteristic of Green Belts are their permanence. Where such features define the point at which the countryside or Green Belt meets large built-

⁶ Surrey Heath Core Strategy and Development Management Policies DPD 2012.

⁷ Woking Core Strategy 2012

⁸ Guildford Local Plan 2003

⁹ Rushmoor Plan 2011

¹⁰ Hart District Local Plan (Replacement) 1996 – 2006 and First Alterations to the Hart District Local Plan (Replacement) 1996-2006

up areas, the land subject to restrictive Green Belt or countryside designations can be reinforced by allowing the land outside of the urban area to be more clearly understood in the landscape as countryside, where urban sprawl would not be appropriate. As such, Parcels that benefit from outer edges (adjacent to large built-up areas) are likely to function more successfully where they are defined by recognisable features that are likely to be permanent.

- 5.4.6 In some cases, Parcels may not benefit from a strong boundary feature at their outer edges (adjacent to large built-up areas), but the land beyond the urban area nonetheless exhibits a robust and unspoiled rural character. In such locations the Green Belt (or countryside) has nonetheless demonstrably functioned to check sprawl arising from a neighbouring large built-up area.
- 5.4.7 Elsewhere, the boundary between the rural and urban areas may be poorly defined and/or diffuse in character with existing evidence of sprawl. Such boundaries lack permanence and do not allow the differentiation between the Green Belt (or countryside) and the urban environment to be clearly understood.
- 5.4.8 The assessment criterion for Purpose 1 is set out below. The Purpose 1 assessment was undertaken with reference to aerial photography and Ordnance Survey base maps held within the Council’s Geographic Information System, with desk-based findings checked and challenged through site visits.

| Purpose 1 Assessment Criteria | | |
|--|---|----------------------|
| Purpose | Criteria | Level of Function |
| To check the unrestricted sprawl of large built up areas | Land Parcels will be directly adjacent or close to a large built up area and will provide the nearest zone of constraint to the expansion of the area. The Parcel provides a recognisable feature that is likely to be permanent (such as roads, rivers, wooded areas) and can be clearly understood as a limit to urban expansion. Such features may have already demonstrably checked sprawl. And there will be no notable evidence of urban sprawl beyond the feature. | Functions strongly |
| | Land Parcels will be adjacent to or close to a large built up area and will provide the nearest zone of constraint to the expansion of the area. The Parcel does not provide a recognisable or permanent feature which can be understood as a limit to urban expansion but there is no appreciable evidence of urban sprawl, with the Green Belt (or countryside) designation having demonstrably functioned to check sprawl arising from a neighbouring large built-up area. | Functions moderately |

| | | |
|--|--|-------------------------|
| | Land Parcels will be adjacent to or close to a large built up area and will provide the nearest zone of constraint to the expansion of the area. The point at which the two areas meet will be poorly defined and/or diffuse in character with existing evidence of sprawl. | Functions weakly |
| | Land Parcels will be close to a large built up area but do not provide the nearest effective zone of constraint to the expansion of the area. Land Parcels are not adjacent or close to the defined large, built-up areas and do not provide a zone of constraint to the sprawl of such an area. | No appreciable function |

5.5 Purpose 2: To prevent neighbouring towns from merging into one another

5.5.1 Purpose 2 recognises that the Green Belt performs an interstitial role by maintaining gaps or spaces between settlements. As such the assessment of how the Green Belt and Countryside within Surrey Heath functions against Purpose 2 examines the gaps between settlements and the role land within each Parcel plays in maintaining these gaps.

5.5.2 In making the assessment of how Parcels perform against Purpose 2, Surrey Heath has defined ‘merging’ as the coalescence of settlements so that they become, or appear to become, a single entity.

5.5.3 In addition to assessing Parcels against the specific NPPF purpose of preventing neighbouring towns from merging, consideration is also given to how the Green Belt and countryside functions to inhibit the merging of smaller settlements. Such an approach not only recognises the difficulties inherent in distinguishing towns from villages without employing rudimentary measures but also acknowledges that at a local level, the administrative boundaries of Surrey Heath and its adjoining Boroughs contain a plethora of physically separate and distinct settlements – including villages – the merging of which would not only have implications for the identity of those places, but could also impact upon the integrity of the Green Belt. Settlements have for the purposes of this study been identified as any settlement with a defined boundary that is identified within the Surrey Heath Core Strategy and Development Management Policies DPD 2011 – 2028 or the respective adopted DPD’s of neighbouring areas, irrespective of size or scale. Table 5.2 sets out all settlements with defined boundaries within Surrey Heath and its adjoining Boroughs, although it is recognised that in practice, not all settlements in adjoining Boroughs will have an appreciable relationship with settlements in Surrey Heath, particularly where distant from the Borough boundary or set beyond other intervening settlements. Although the assessment under Purpose 2 focuses on settlements, the methodology does not preclude consideration of how smaller intervening settlements affect the nature and size of the perceived gaps between settlements identified within Table 5.2.

| Local Authority | Settlements |
|---|--|
| Surrey Heath ¹¹ | Camberley, Frimley & Frimley Green, Mytchett, Deepcut, Bagshot, Bisley, West End, Lightwater, Chobham, Windlesham and Windlesham (Snows Ride). |
| Bracknell Forest ¹² | Sandhurst, Crowthorne & Bracknell/Binfield, Hayley Green, Newell Green, North Ascot, Warfield Street, Winkfield (Chavey Down), Winkfield Row. |
| Royal Borough of Windsor and Maidenhead ¹³ | Ascot, Windsor, Maidenhead, Sunningdale, Sunninghill, Cookham and Datchet |
| Runnymede ¹⁴ | Englefield Green, Chertsey, Egham, Addlestone, Virginia Water, Thorpe, New Haw, Woodham and Ottershaw. |
| Woking ¹⁵ | Woking (comprising Woking, West Byfleet, Sheerwater and Knaphill), Mayford & Brookwood. |
| Guildford ¹⁶ | Pirbright, Worplesdon, Guildford, Jacobs Well, Send, Send Marsh, Ripley, West Clandon, West Horsley, East Horsley, Effingham, Gomshall, Shere, Albury, Chilworth, Peaslake, Holmbury St Mary, Shalford, Compton, Puttenham, Flexford, Normandy, Wood Street Village, Fairlands and Ash and Tongham. |
| Rushmoor ¹⁷ | Aldershot & Farnborough. |
| Hart ¹⁸ | Hawley, Yateley, Eversley (incorporating Eversley Cross, Eversley Centre, Eversley Street, Up Green and Lower Common), Heckfield, Hound Green, Hazeley Lea, Hazeley, Mattingley, Hazeley Bottom, Hartley Wintney, Rotherwick, Hartford Bridge, Winchfield (Hurst and Court), Dogmersfield, Crookham Village, Ewshot, Crondall, Mill Lane, Long Sutton, South Warnborough, Odiham & Odiham Airfield, North Warnborough, Broad Oak, Hook and Greywell. |

Table 5.2: Identified settlements for Purpose 2 assessment

5.5.4 In determining how effectively each Parcel functions to prevent neighbouring settlements from merging into one another, consideration is given to the

¹¹ Surrey Heath Core Strategy and Development Management Policies DPD 2012;

¹² Bracknell Forest Core Strategy Development Plan Document 2008;

¹³ Local Plan (Incorporating Alterations Adopted June 2003)

¹⁴ Runnymede Local Plan Saved Policies 2007

¹⁵ Woking Core Strategy 2012

¹⁶ Guildford Local Plan 2003

¹⁷ Rushmoor Plan 2011

¹⁸ Hart District Local Plan (Replacement) 1996 – 2006 and First Alterations to the Hart District Local Plan (Replacement) 1996-2006

perceptual factors that are considered relevant to a Parcels contribution to Purpose 2.

- 5.5.5 Those Parcels that prevent development within a narrow gap between neighbouring settlements are considered to be likely to have the greatest capacity to play a role in preventing neighbouring towns from merging. Parcels that prevent development within a broad gap between neighbouring settlements are considered less essential in preventing neighbouring settlements from merging; in such locations development could potentially occur without settlements merging.
- 5.5.6 The role each Parcel plays in preventing neighbouring settlements from merging is not necessarily as simple as a matter of distance however. The visual characteristics of a Parcel may also have an impact upon the sense of a gap between settlements and how that gap is perceived and experienced. Landform and land cover within each Parcel can act to connect or separate neighbouring towns visually and the presence of roads connecting settlements (particularly where ribbon or other development is present) or barriers (e.g. rivers) separating settlements can all influence how a gap between settlements is perceived and experienced – for instance making a broad gap feel narrow or a undermining a narrow gap.
- 5.5.7 The assessment criterion for Purpose 2 is set out below. It is recognised that any individual Parcels may fall within a plethora of settlement gaps; as such focus is taken on the principal role or roles played by each Parcel. The Purpose 2 assessment was undertaken with using Ordnance Survey mapping held within the Council’s Geographic Information System, in addition to information gathered through site visits.

| Purpose | Criteria | Level of Function |
|---|---|----------------------|
| To prevent neighbouring towns from merging into one another | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements. The Parcel falls within a narrow gap between settlements and provides a strong visual break between them. Alternatively the Parcel falls within a moderate or broad gap between settlements, but features within the Parcel are essential to preventing development that would otherwise lead to a sense of connection between settlements. Loss of openness would be likely to significantly undermine the actual or experienced gap. | Functions strongly |
| | The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements. The Parcel falls within a moderate gap between settlements and provides a strong visual break between them. Alternatively the Parcel falls within a broad gap between settlements where features within the | Functions moderately |

| | | |
|--|---|-------------------------|
| | Parcel are important to preventing development that would otherwise lead to the sense of the gap between settlements reducing significantly. Loss of openness would not necessarily compromise the overall gap between the settlements in this location, however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements. The Parcel may fall within a location where there is a broad gap between settlements where there is no perception of connectivity. Alternatively, features within the Parcel may contribute significantly to a sense of connection between settlements. | Functions weakly |
| | The Parcel is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the gap between settlements has already been eroded or the Parcel is already developed to a degree that openness has been lost. | No appreciable function |

5.6 Purpose 3: To assist in safeguarding the countryside from encroachment

5.6.1 Purpose 3 recognises that Green Belt policy performs a safeguarding role, by protecting countryside that is enjoyed for its openness. As such the assessment of how the Green Belt and Countryside within Surrey Heath functions against Purpose 3 is focused upon the open character and degree of urbanising features within each Parcel.

5.6.2 In making the assessment of how Parcels perform against Purpose 3, 'countryside' is defined as open land that exhibits a rural character. 'Openness' refers to the extent to which countryside can be considered open from an absence of urbanising features rather than from a landscape character perspective, where openness might be influenced by through topography and presence (or otherwise) of woodland and hedgerow cover. 'Urbanising features' are considered to be built forms of development or other building operations normally associated with urban land uses, including (but not limited to) highways infrastructure, housing estates, prisons and commercial facilities. Such features are considered to compromise the rural character and openness of the countryside. For clarity, development commonly found within the countryside, such as agricultural or forestry related development, isolated dwellings and churches in addition to those forms of development considered under Paragraphs 89 and 90 of the NPPF to be 'appropriate development' within the Green Belt are not considered to be urbanising forms of development.

- 5.6.3 In determining how effectively Parcels function to safeguard the countryside from development, consideration is given to the rural character and degree of urbanising features found within each Parcel.
- 5.6.4 Those Parcels that exhibit the characteristics of the countryside and possess a significant degree of openness, with urbanising features limited to small scale development, are considered to have the greatest capacity to function against Purpose 3. Where the countryside character of a Parcel is compromised by urbanising features and the openness of the Parcel is detrimentally affected, Parcels are considered to have least capacity to function against this purpose. Parcels have no appreciable function against this Purpose where they are dominated by urbanising features and exhibit no characteristics of the countryside.
- 5.6.5 Consideration is also given to how a Parcel may be influenced by urbanising influences arising from neighbouring Parcels or urbanising areas; such influences may impact upon the sense of the countryside in any given location.
- 5.6.6 The assessment criterion for Purpose 3 is set out below. Ordnance Survey base maps and aerial photography contained on the Council's Geographic Information System will be reviewed in order to undertake this assessment, with findings of the desk-based assessment to be checked and challenged through site visits.

| Purpose | Criteria | Level of Function |
|--|--|----------------------|
| To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness. Development will generally be limited to buildings and uses otherwise expected in the countryside, with little or no urbanising development. There is little or no sense of urbanising influence from neighbouring land. | Functions strongly |
| | The Land Parcel generally possesses the characteristics of the Countryside. Development will be limited to buildings and uses otherwise expected in the countryside in addition to limited small-scale urbanising development; openness may be compromised on a localised basis. There is little or no sense of urbanising influence from neighbouring land. | Functions moderately |
| | The Parcel exhibits some characteristics of the countryside, however urbanising features are prevalent and the openness of the Parcel is compromised. Land Parcels may be subject to urbanising influences from neighbouring land. | Functions weakly |

| | | |
|--|---|-------------------------|
| | The Land Parcel is dominated by urbanising features and exhibits no notable characteristics of the Countryside. | No appreciable function |
|--|---|-------------------------|

5.7 Purpose 4: To preserve the setting and special character of historic towns

5.7.1 Purpose 4 recognises that Green Belt policy can perform a character role by providing the landscape context to historic towns. As such the assessment of how the Green Belt and Countryside within Surrey Heath functions against Purpose 4 is outward looking from historic towns, giving consideration to the contribution that the openness of the Green Belt and countryside makes to the setting and special character of these.

5.7.2 For the purposes of this assessment, historic towns are considered to be places that feature an accumulation of individual designated and non-designated heritage assets (which could include buildings, spaces and other built or natural features) such that the contribution that each individual asset makes to the historic identity of a settlement is amplified by virtue of its proximity to and relationship with other such assets. It is expected that such towns will exhibit a strong and recognisable historic identity and character (even though they may also incorporate more recent development).

5.7.3 In addition to assessing Parcels against the specific NPPF Purpose of preserving the setting and special character of historic towns, consideration is also given to how the Green Belt and countryside functions to preserve the setting and special character of smaller settlements; such an approach not only recognises the difficulties inherent in distinguishing towns from villages without employing rudimentary measures but also acknowledges that at a local level, the administrative boundaries of Surrey Heath and its adjoining Boroughs contain a plethora of settlements – including villages – which may be recognised at the local level as being ‘historic’, in line with the above description. ‘Settlements’ have for the purposes of this study been identified as any settlement with a defined boundary that is identified within the Surrey Heath Core Strategy and Development Management Policies DPD 2011 – 2028 or the respective adopted DPD’s of neighbouring areas, irrespective of size or scale. This approach is consistent with the assessment under Purpose 2 and as a result, the resultant settlements are not reiterated here.

5.7.4 In establishing which of these settlements can be considered to be historic, the identified settlements under Purpose 2 were taken through a screening exercise; this initially filtered out:

- Any settlements without an accumulation of individual designated and non-designated heritage assets¹⁹;

¹⁹ For the purposes of this exercise, consideration was given to the presence of Conservation Areas and Registered Park and Gardens as these best reflected designations that reflect areas of historic interest. These would also be expected to incorporate clusters of other designations, such as Statutory and locally listed buildings to be taken forward for consideration as an historic town.

- Any settlements where an accumulation of individual designated and non-designated heritage assets were present, but where inter-visibility between the grouping of these features and the Green Belt and/or countryside within Surrey Heath was identified as being limited or absent²⁰.

5.7.5 Each remaining settlement was then considered to establish whether the accumulation of individual designated and non-designated heritage assets was such that the settlement in question could robustly be identified as historic; this involved the undertaking of site visits in addition to the consideration of desk-based materials. This exercise established that the only historic settlements within the study area which have notable inter-visibility with Green Belt or countryside in Surrey Heath are Chobham and Bagshot.

5.7.6 In determining how effectively Parcels function to preserve the setting and special character of these historic settlements, consideration is given to how the openness of each Parcel interacts with the historic areas of the identified settlements.

5.7.7 Those Parcels that make a contribution to the setting and special character of a historic town by virtue of their spatial relationship and openness are considered to have greatest capacity to function against Purpose 4. Parcels that are considered to have no function in this respect are those that do not provide the setting to any historic town.

5.7.8 The assessment criterion for Purpose 4 is set out below. In order to undertake this assessment, Conservation Area Appraisals were referred to where appropriate. Regard was also given to Ordnance Survey base maps and aerial photography contained on the Council' Geographic Information System. Site visits were also undertaken.

| Purpose | Criteria | Level of Function |
|---|--|----------------------|
| To preserve the setting and special character of historic towns | The openness and countryside character of the Land Parcel play a significant role in enhancing the setting and special character of a historic settlement, by virtue of its character, views, inter-visibility, topography or landscape. | Functions strongly |
| | The openness and countryside character of the Land Parcel play a moderate role in enhancing the setting and special character of a historic settlement, by virtue of its character, views, inter-visibility, topography or landscape. | Functions moderately |
| | The openness and countryside character of the Land Parcel play a minor role in enhancing the setting and special character of a historic settlement, by virtue of its character, views, inter- | Functions weakly |

²⁰ This had regard to topographical mapping, information contained on Geographical Information Systems, site visits and information contained within the National Heritage List for England and relevant Conservation Area Appraisals.

| | | |
|--|---|-------------------------|
| | visibility, topography or landscape. | |
| | The Land Parcel does not form part of the setting or contribute to the special character of any historic town by reason of its character, views, inter-visibility, topography or landscape. | No appreciable function |

5.8 Purpose 5: To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

5.8.1 Purpose 5, which relates to assisting in urban regeneration by encouraging the recycling of derelict land, was not incorporated into this assessment.

5.8.2 The Council recognises that Purpose 5 should be afforded equal weight with Purposes 1 – 4 – by reason of its restrictive character, Green Belt (and countryside) designations are invaluable in encouraging urban regeneration and the recycling of brownfield and other derelict land by constraining land supply, steering development to urban locations and making the recycling of derelict and other urban land more viable. However, measuring accurately the extent to which individual Parcels contribute to this process of recycling of derelict and other urban land is problematic. While it would be possible to undertake a spatial analysis of the supply of brownfield land relative to Parcels across a range of scales, it is exceptionally difficult to identify and robustly measure a causal link between the policy restraint in a particular Parcel and the recycling of urban land elsewhere, in part reflecting the complexity of the development process, the prevalence of policy mechanisms aimed at encouraging the recycling of previously developed land, locational requirements of different types of development and variations in the property market over time.

5.8.3 The complexity arising from the interplay of these varied factors in the relationship between the Green Belt and countryside in Surrey Heath and its neighbouring urban areas mean that spatial analysis based on the supply of brownfield land relative to the locations of individual Parcels would either be overly simplistic or would be based on significant assumptions such as to place the results in significant doubt.

5.8.4 In view of these issues, it has been considered that there is no appropriate means to establish with certainty the degree to which each Parcel assists in urban regeneration on a Parcel-by-Parcel basis, without risk of drawing to inaccurate conclusions based on supposition alone.

5.9 Recording the Results of Assessment

5.9.1 A pro forma was completed for each Parcel, providing a detailed textual explanation in respect of how each Parcel is considered to function in relation to each Purpose; this also draws out the variations in the contribution of land across each Parcel for each Purpose.

5.9.2 A colour coding classification system (see Figure 1) will accompany the textual explanation for each Purpose. It is considered that this approach to individually assessing each Purpose of the Green Belt allows for the conclusions reached in respect of the function of each Parcel against each Purpose to be set out in a

transparent way. Each colour-coded rating will reflect the highest contribution the majority of the land within each Parcel makes to each purpose.

| | |
|-------------------------|--|
| Functions strongly | |
| Functions moderately | |
| Functions weakly | |
| No appreciable function | |

5.9.3 In some cases, it was recognised that there was significant variation in respect of the degree to which land within a singular Parcel fulfils a purpose, or purposes of the Green Belt. Such cases warranted further examination to gain appreciation of any variation. As such, in instances where over 2ha of any identified Parcel was considered to vary significantly in function from the remainder of the Parcel, affected Parcels were further subdivided for assessment purposes, utilising other notable physical features as appropriate including (but not limited to):

- Public rights of way;
- Tree lines;
- Topographical ridgelines;
- Established hedges.

5.9.4 Taking account of the findings from the assessment of Parcels against Purposes 1-4, a summary of the contribution each Parcel makes to the Purposes of the Green Belt is provided on each pro forma. This is provided as a written evaluation only; it is not considered appropriate to provide an overall rating for Parcels. This is because the aggregation of ratings to provide an overall assessment may result in Parcels that make a low or moderate contribution to a number of purposes ranking higher than those which make a strong contribution to one purpose only. The NPPF does not require all the Purposes to be met simultaneously. Therefore, Parcels can make a significant contribution without performing all the purposes at the same time. Notwithstanding this, it would not be unreasonable to assume that a Parcel that rates highly against a number of different Purposes functions more than a Parcel that rates highly against only one Purpose. No weighting across the purposes was undertaken as the NPPF affords each of the Green Belt Purposes equal significance.

9.5 For Parcels that fall at the periphery of the Borough and would cross into an adjoining Borough in the event that the exclusion under Paragraph 6.2.3 were not applied, a short statement was incorporated into the pro forma indicating if there has been any assessment of the adjoining land by a neighbouring authority and if so, what the findings of the assessment were (in summary). A discussion of any inconsistencies between the conclusions is also provided.

6. Assessment Findings

6.1 Introduction

- 6.1.1 As noted in Section 5, 71 Green Belt Parcels and 36 countryside beyond the Green Belt Parcels were initially identified for assessment. These initial Parcels are identified in Figure 6.0. All Parcels were assessed against Purposes 1 – 4 of the National Planning Policy Framework, in accordance with the Methodology set out within Section 5.
- 6.1.2 In a number of cases (and in accordance with the Methodology), a number of the initial Parcels were subdivided for some Purposes in order to gain a better appreciation of the variation in the performance of land within the study area.
- 6.1.3 The following Section sets out in summary the findings of the Study. Summaries of individual Parcels can be found at Annex 4 and the detailed assessment pro formas are contained in Annex 5.

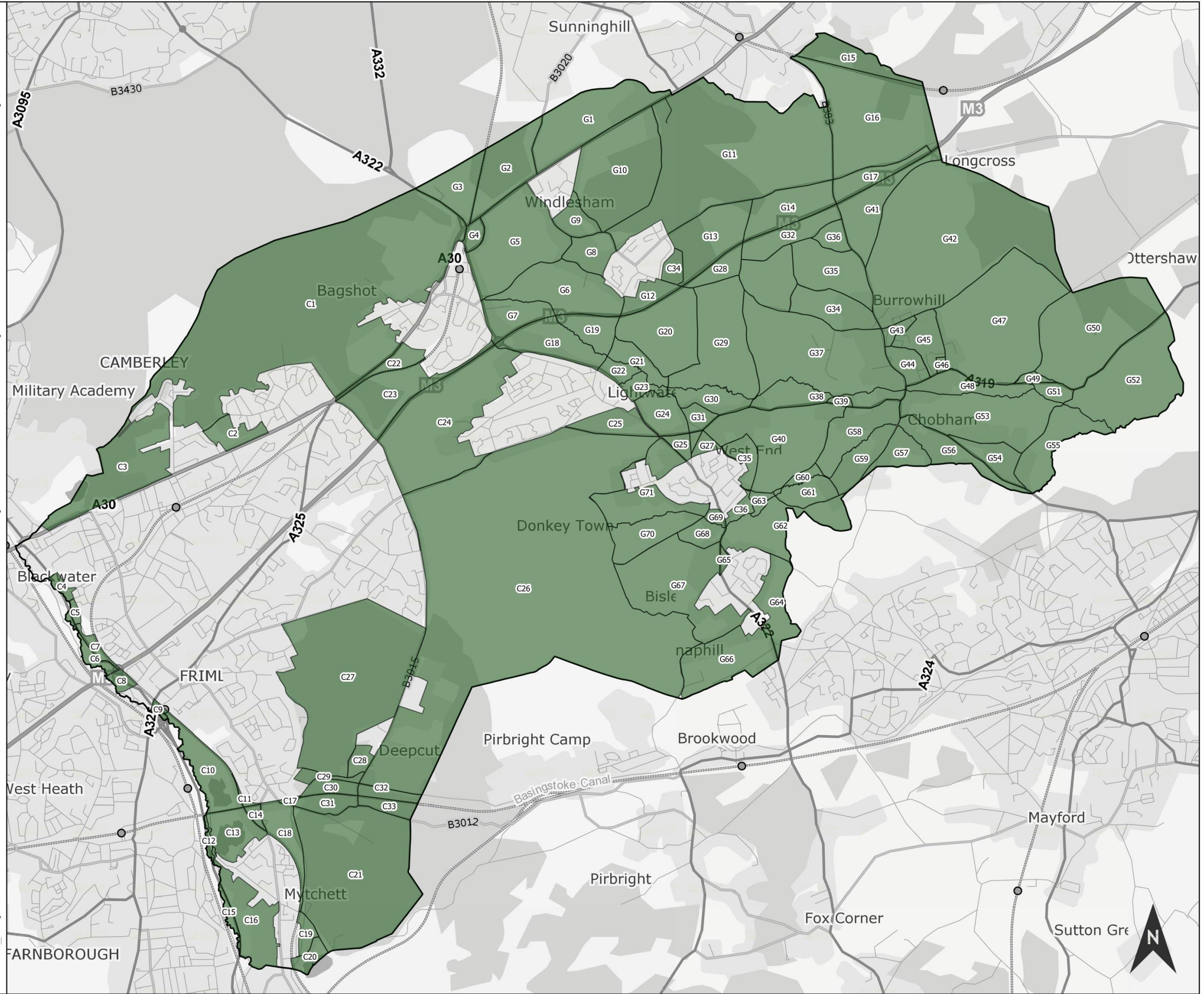
Figure 6.0: Initial Land Parcels



Legend

- Initial Land Parcels
- Surrey Heath Boundary

Scale 1:48,000



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6.2 NPPF Purpose 1: To check the unrestricted sprawl of large built up areas

6.2.1 Figure 6.1 shows the function of each Parcel towards checking the unrestricted sprawl of large built-up areas. The methodology defines large built-up areas in this context as Frimley and Camberley, Farnborough and Aldershot, Hawley and Blackwater, Ash and Tongham and Woking.

Green Belt

6.2.2 No significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 1 was identified and as such it was not considered necessary to subdivide any of the original 71 Green Belt Parcels. Only two Parcels (G64 and G66) were identified as functioning to check the unrestricted sprawl of large built-up areas. These Parcels lie adjacent to Woking and are considered to function strongly to check the unrestricted sprawl of the large built-up area.

6.2.3 It is not considered that any other Green Belt Parcels function to check the sprawl of a large, built-up area. This reflects the spatial characteristics of the Borough, with no other large built-up areas situated within, or in close proximity to the easternmost part of Surrey Heath where the Green Belt is designated.

Countryside beyond the Green Belt

6.2.4 Significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 1 was only found in one countryside beyond the Green Belt Parcel. As a result, only Parcel C26 was subdivided for the purposes of the Purpose 1 assessment, with 37 individual Parcels assessed in total.

6.2.5 25 countryside Parcels were identified as functioning to check the unrestricted sprawl of large built up-areas, with the majority of these (18 Parcels) considered to perform strongly to check sprawl.

6.2.6 The significant number of countryside Parcels performing against this Purpose reflects the spatial characteristics of the westernmost part of the Borough and its surrounds. In the post war period, this broad area, spanning from Basingstoke in the West, Reading and Bracknell in the north, Camberley and Frimley in the east and Aldershot in the south, was identified as a key location to accommodate London overspill. The designation resulted in the rapid expansion of many settlements within the area (recognised as 'Area 8') during the 1970's, with the resultant settlements subsequently identified in Local Planning documents as principal growth locations or urban areas. As a result, the area within and surrounding the western half of Surrey Heath accommodates a greater number of large built-up areas than the eastern half of the Borough and thus the surrounding countryside, which lies beyond the Green Belt, has a far more intimate relationship with such areas.

6.2.7 19 Parcels share a boundary with the large built up area of Frimley and Camberley and of these, 14 Parcels (C1, C2, C3, C7, C8, C9, C10, C18, C22, C23, C24, C26a, C27 and C30) were identified as functioning particularly strongly to check the sprawl of the large built up-area, with the boundaries between the urban and rural area defined in all cases by permanent features with no notable

evidence of urban sprawl. In other locations (Parcels C4, C5, C11, C17 and C29), the point at which the rural and urban areas meet is more diffuse in character and particularly so in the case of Parcels C4, C17 and C29, where built form crosses over the defined rural-urban threshold.

- 6.2.8 A handful of Parcels within the westernmost part of the Borough following the course of the A331 were also considered as functioning to provide the zone of constraint to the expansion of urban areas at Farnborough and Aldershot.

Figure 6.1: Performance of Parcels against Purpose 1 of the Green Belt (to check the sprawl of large built-up areas)

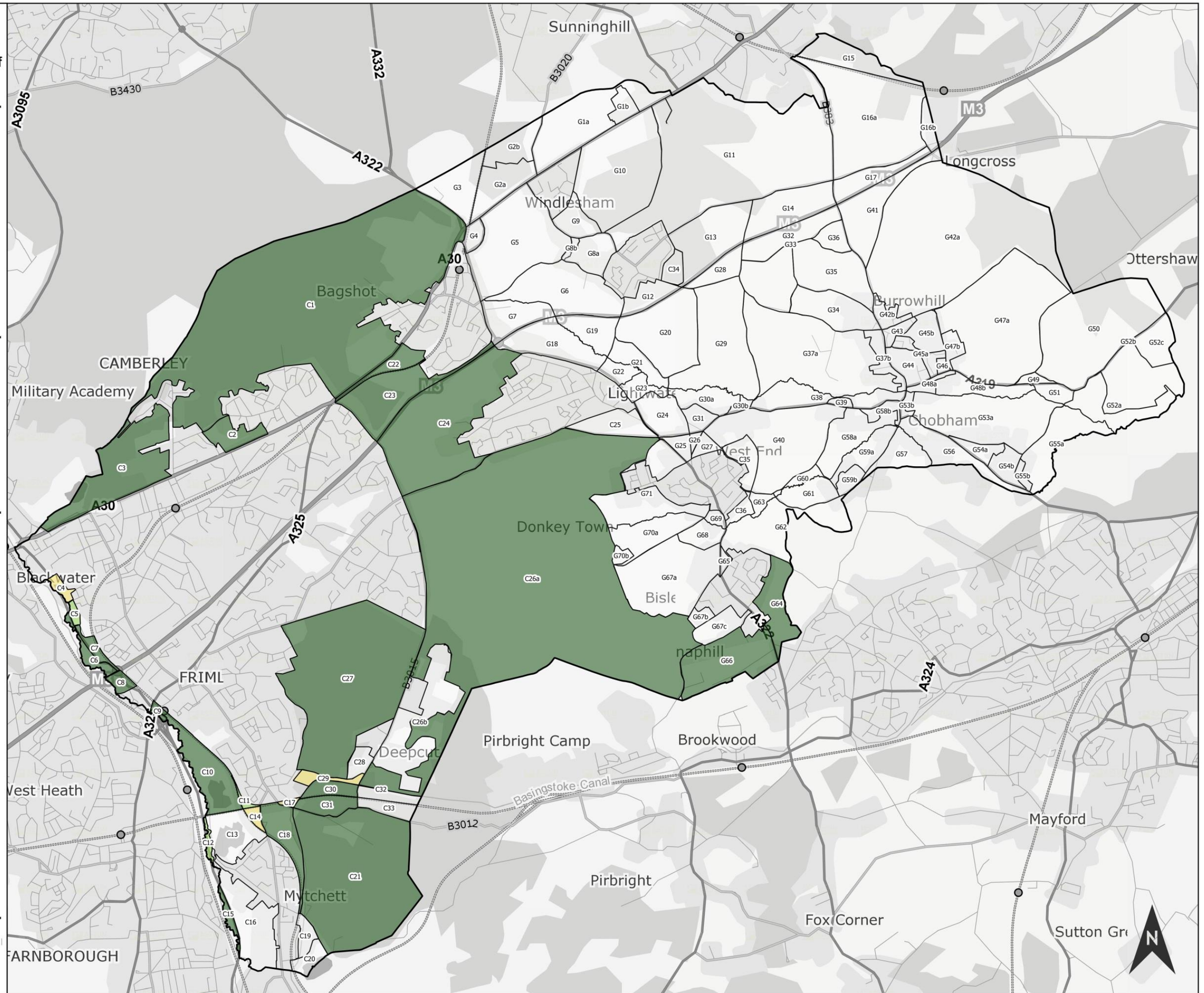


Legend

Level of function

- Functions strongly
- Functions moderately
- Functions weakly
- No appreciable function

Scale 1:48,000



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6.3 NPPF Purpose 2: To prevent neighbouring towns merging into one another

6.3.1 Figure 6.2 shows the function of each Parcel towards preventing neighbouring towns from merging. The methodology defines towns in this context as any settlement within Surrey Heath and its neighbouring settlements that has a defined settlement boundary identified within Local Planning Policy.

Green Belt

6.3.2 Significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 2 was found in a number of Parcels. As a result, affected Parcels were subdivided for the purposes of the Purpose 2 assessment, with 86 individual Parcels assessed in total.

6.3.3 34 Green Belt Parcels were identified as performing strongly to prevent neighbouring towns from merging. Of particular note, many Green Belt Parcels bordering the A322 (including but not limited to G24, G25, G62, G64, G66 G67a and G68) are considered to play a role in preventing the merging, or perception of merging of settlements situated in close proximity to each other along the course of the main route including Lightwater, West End, Bisley and Knaphill.

6.3.4 Elsewhere within the Green Belt, a number of Parcels were considered to perform moderately or weakly against Purpose 2, as a result of the settlement pattern within the east of the Borough and its surrounding environment, which generally sees larger gaps between settlements that in the west of the Borough. This is particularly evident to the north of Chobham where there is a particularly broad gap between settlements.

6.3.5 A number of Parcels located within central Chobham (including G37b, G44, G45a, G46, G47b, G48a, G53b and G58b) were considered to make no contribution to Purpose 2; in this area, land was considered to be developed to such a degree that the Parcels could not be considered to contribute in any way to the sense of separation between the settlements.

6.3.6 Throughout the remainder of the Green Belt, the presence of ribbon development or other development, particularly where situated along the course of connecting routes (for example Parcels G2a and G52b), was found to influence the perception of the gap between neighbouring developments.

Countryside

6.3.7 Significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 2 was only found in one countryside beyond the Green Belt Parcel. As a result, only Parcel C26 was subdivided for the purposes of the Purpose 1 assessment, with 37 individual Parcels assessed in total.

6.3.8 15 countryside Parcels were considered to function strongly to prevent neighbouring towns from merging, with a further 11 Parcels considered to function moderately against this Purpose.

6.3.9 Of note, countryside Parcels between the settlements of Camberley and Frimley, Bagshot, Lightwater, West End and Bisley (which are all linked by a variety of key routes including the A30, Red Road and A322) play a particularly valuable role in respect of Purpose 2.

6.3.10 The performance of the countryside is variable in respect of the narrowest settlement gaps within the Borough, which are found between Camberley and Frimley, Hawley and Blackwater and Farnborough. In some areas, the countryside was considered to function well alongside infrastructure to ensure that the settlements do not merge. Elsewhere however, highways infrastructure and other development both within and close to Parcels was found to create linkages across the narrow gap, rendering the function of some Parcels against Purpose 2 weaker.

Figure 6.2: Performance of Parcels against Purpose 2 of the Green Belt (to prevent neighbouring towns from merging)

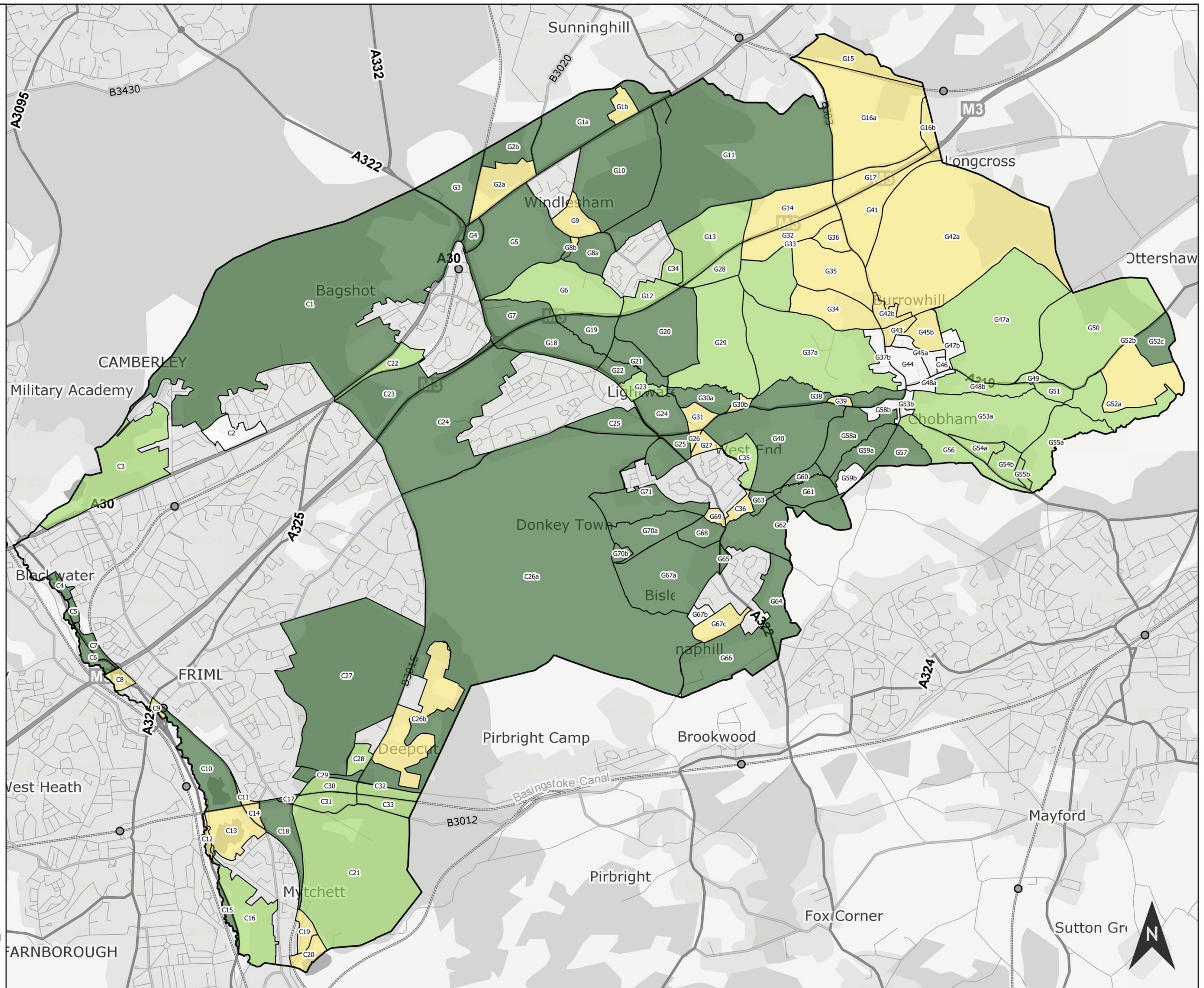


Legend

Level of function

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- Functions weakly
- No appreciable function

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6.4 NPPF Purpose 3: To assist in safeguarding the countryside from encroachment

6.4.1 Figure 6.3 shows how each Parcel is considered to function in respect of safeguarding the countryside from encroachment. The methodology identifies that the strongest performing Parcels are expected to possess the characteristics of the countryside and exhibit a significant degree of openness.

Green Belt

6.4.2 Significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 3 was found in a significant number of Parcels. As a result, affected Parcels were subdivided for the purposes of the Purpose 3 assessment, with 91 Green Belt Parcels assessed in total.

6.4.3 The Green Belt within Surrey Heath is generally considered to function very effectively against Purpose 3 of the Green Belt, with 85 Parcels considered to function against Purpose 2. Of these, 62 Parcels are considered to function strongly against Purpose 3, with a further 7 Parcels considered to function moderately against this Purpose.

6.4.4 22 Green Belt Parcels were found to accommodate a significant degree of urbanising features that were considered to compromise the openness of the Green Belt; these were identified as having either no function or a weak function against Purpose 3 of the Green Belt. 10 of poorest performing Parcels (G37b, G42b, G43, G44, G45a, G46, G47b, G48a, G53b and G58b) were situated in a cluster containing the washed over Green Belt settlement area of Chobham, reflecting the built-up nature of parts of the settlement.

6.4.5 The remainder of the weaker performing Parcels were found to be scattered throughout the Green Belt and often reflected the presence of larger standalone developments that had a localised impact upon the openness of the Green Belt (for example HMP Coldingley in Parcel G67b, Fair Oaks Airport in Parcel G52b and commercial Garden Centre developments along the A30 within Parcels G1b and G2a). Elsewhere clusters of housing development of an intensity not normally expected within the Green Belt were considered to negatively affect the performance of some Parcels (for example Parcel G54b and G55b which contain Mimbridge).

Countryside

6.4.6 Significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 3 was only found in one countryside beyond the Green Belt Parcel. As a result, only Parcel C26 was subdivided for the purposes of the Purpose 1 assessment, with 37 individual Parcels assessed in total.

6.4.7 The countryside beyond the Green Belt within Surrey Heath is considered to function effectively against Purpose 3 of the Green Belt, with all 37 Parcels considered to function against Purpose 3. Of these, 23 Parcels were considered to function strongly against Purpose 3, with a further 6 Parcels considered to function moderately against this Purpose. The strong function of the countryside in respect of Purpose 3 may reflect the presence of vast areas of land designated

for their environmental interest, including Special Protection Area and Sites of Scientific Interest.

- 6.4.8 8 Countryside Parcels were found to accommodate a significant degree of urbanising features that were considered to compromise openness and countryside character; these were identified as having either no function or a weak function against Purpose 3 of the Green Belt. Similarly to the Green Belt, these were dispersed throughout the countryside and often reflected the presence of larger standalone developments that had a localised impact upon openness and countryside character (for example two large caravan sites in Parcel C16, a commercial development in Parcel C14 and highways infrastructure in Parcels C8, C9 and C12).

Figure 6.3: Performance of Parcels against Purpose 3 of the Green Belt (to assist in safeguarding the countryside from encroachment)

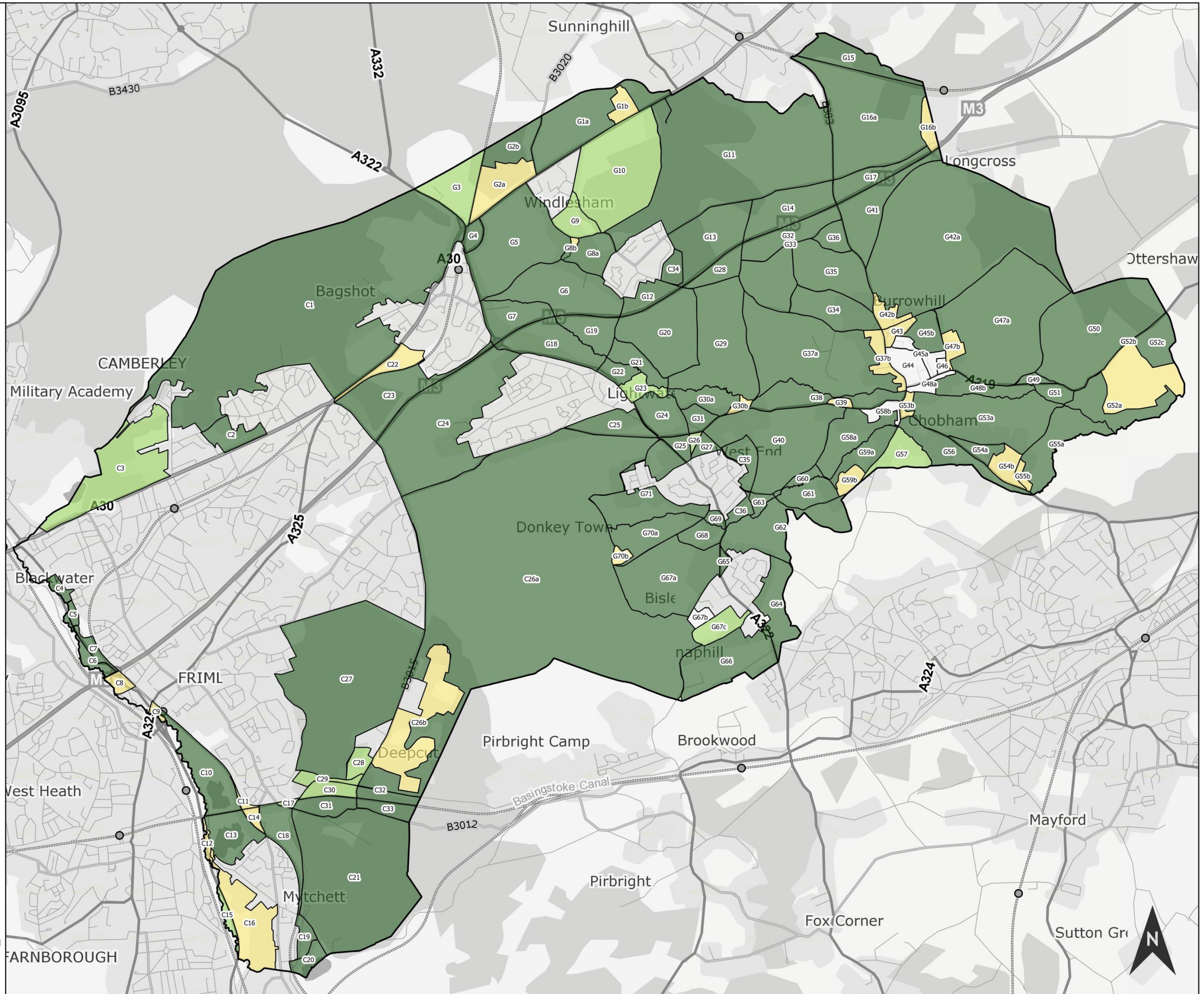


Legend

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6.5 NPPF Purpose 4: To preserve the setting and special character of historic towns

6.5.1 In line with the methodology set out in Section 5, the only historic settlements within and surrounding the study area which were identified as having significant inter-visibility with Green Belt or countryside in Surrey Heath were considered to be Chobham and Bagshot. Figure 6.4 shows how each Parcel is considered to function in respect of Purpose 4.

Green Belt

6.5.2 Significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 4 was only found in two Green Belt Parcels (G58 and G59). As a result, these Parcels were subdivided for the purposes of the Purpose 4 assessment, with 73 individual Parcels assessed in total.

6.5.3 Modern development is situated to the north east of Chobham, disconnecting the historic parts of the settlement from the open countryside. As a result, Parcels to the north east of Chobham were not considered to contribute to the setting and special character of the identified historic settlement of Chobham.

6.5.4 To the east and west of Chobham, the relationship between the historic core of the settlement and the surrounding countryside is significantly stronger, with the countryside in Parcels G37, G38, G53, G56 and G58a providing a rural setting to footpaths that run into the heart of the settlement from the east and west. To the east and south east, there is also a significant degree of inter-visibility between the countryside and the historic core of the settlement, particularly across the recreation ground and within the vicinity of the cricket pitch and St Lawrence's Church.

6.5.5 In the case of Parcel G59a, the Green Belt is considered to function in a moderate way to preserve the setting and special character of the historic part of Chobham. In this location, the land adjoining the historic area exhibits a slightly more suburban appearance and the relationship between the historic area and the rural surroundings of the village is less appreciable than those Parcels further northwards.

6.5.6 No Green Belt Parcels are considered to contribute to the setting and special character of Bagshot, with no inter-visibility between land designated as Green Belt and the historic parts of Bagshot owing to topography and the presence of more modern development between the historic parts of Bagshot and the Green Belt.

Countryside

6.5.7 No significant variation in respect of the degree to which land within a singular Parcel fulfilled Purpose 4 was identified and as such it was not considered necessary to subdivide any of the original 36 Green Belt Parcels for the purposes of the Purpose 4 assessment.

6.5.8 No countryside Parcels were identified as contributing to the setting and special character of Chobham, with no inter-visibility between land designated as

countryside and the historic parts of Chobham owing to topography and more modern development.

- 6.5.9 The historic areas of Bagshot are largely surrounded by modern development; however, to the northern side of the A30, the relationship between historic Bagshot and the surrounding countryside is significantly stronger, with the countryside in Parcel C1 providing a rural setting to Church Road and St Anne's Church. As such, Parcel C1 was considered to function strongly against Purpose 4 of the Green Belt.

Figure 6.4: Performance of Parcels against Purpose 4 of the Green Belt (to preserve the setting and special character of historic towns)

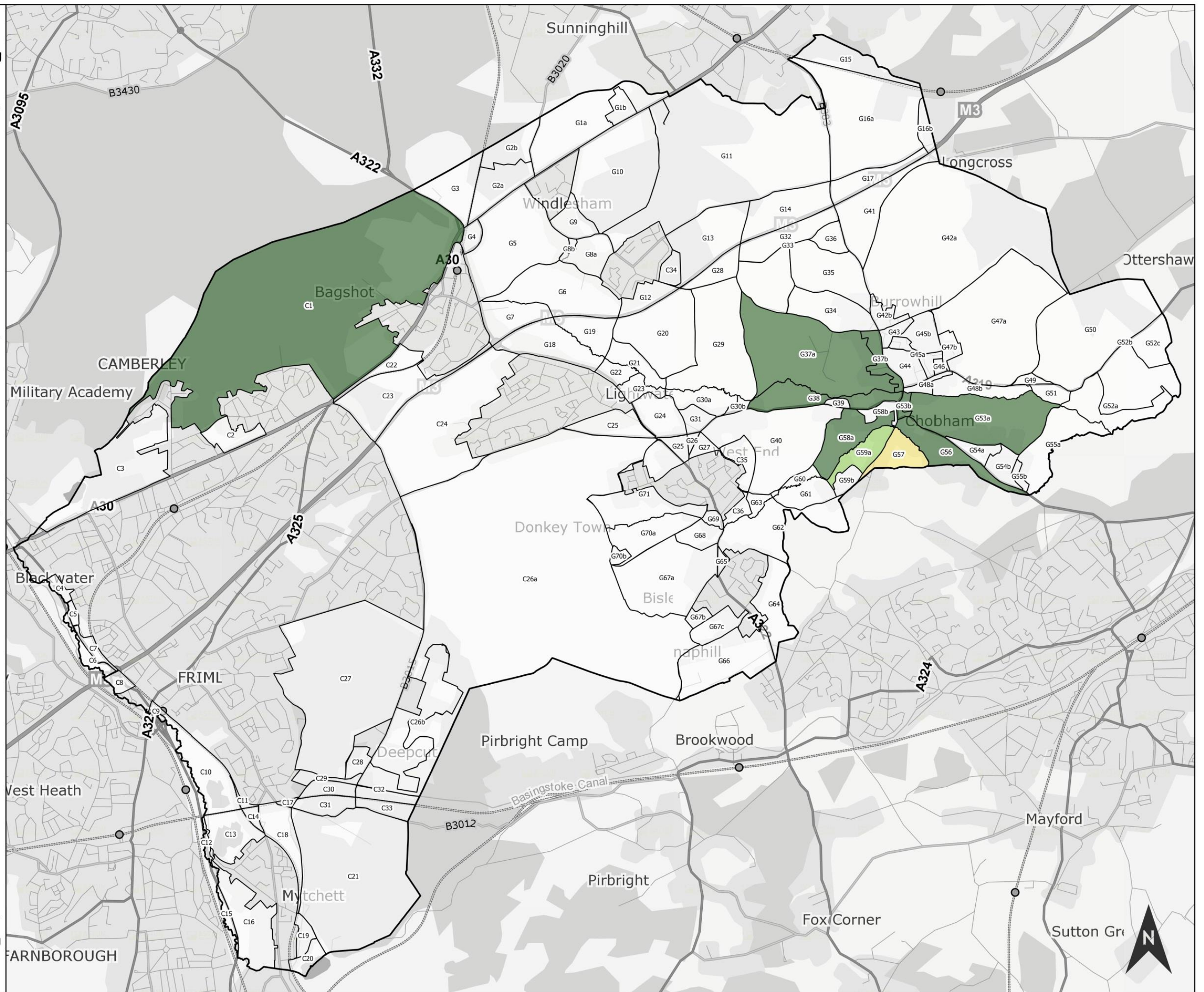


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7. Conclusion and next steps

7.1 Summary of findings

7.1.1 This Study has sought to provide a robust and up-to-date appraisal of how the Green Belt within Surrey Heath is functioning against Purposes 1 – 4 of the Green Belt as identified within Paragraph 80 of the NPPF:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns from merging into one another;
- To assist in safeguarding the countryside from encroachment; and
- To preserve the setting and special character of historic towns.

7.1.2 This Study has also given consideration as to how countryside (beyond the Green Belt) within Surrey Heath as identified on the Policies Map of the Surrey Heath Core Strategy and Development Management Policies DPD 2011 – 2028 functions against the purposes of the Green Belt as set out within the NPPF.

7.1.3 Overall, the Study has established that nearly all of the Green Belt and countryside beyond the Green Belt within Surrey Heath fulfils at least two of the purposes of the Green Belt as set out within the National Planning Policy Framework, with many of the functioning Parcels identified as performing either moderately or strongly against at least one Green Belt Purpose. Only 6 Parcels (including sub-divided Parcels) were identified as failing to meet any of the defined Purposes, based on the Methodology set out in Section 5. All of these comprised built-up areas of the washed over Green Belt settlement area of Chobham.

7.2 Next Steps

7.2.1 As noted in the introduction to this Study, as a strategic policy of land use constraint covering nearly half of the Borough, the Green Belt is an important consideration in the development of the new Local Plan, particularly as the Council gives consideration as to the degree to which the emerging Plan is able to meet identified objectively assessed needs in a way that is consistent with the policies of the NPPF.

7.2.2 The findings of this Study will now be brought together with other evidence based documents, in addition to Case Law and other guidance to inform the development of a spatial strategy for the new Local Plan that is both robust and consistent with Policies set out within the National Planning Policy Framework. This wider work will incorporate consideration of whether there are exceptional circumstances to warrant an expansion or contraction of Green Belt boundaries within Surrey Heath.

Annex 1: Review of Green Belt Studies and Reviews undertaken by Adjoining Authorities

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| Bracknell Forest Borough Council | |
| Plan Status | <p>Bracknell Forest Core Strategy DPD 2008.</p> <p>Bracknell Forest Local Plan 2002.</p> <p>Bracknell Forest Site Allocations Local Plan 2013.</p> <p>A new comprehensive Local Plan is being developed for Bracknell Forest. An Issues and Options consultation ran during Summer 2016.</p> |
| Green Belt Studies/Reviews Undertaken: | |
| <p>Bracknell Forest Borough Council and Wokingham Borough Council Green Belt Review 2016</p> | <p><u>Purpose of the Review</u></p> <p>The introduction to the review states that the objective of the Review is to test the Green Belt against the five purposes of the Green Belt as set down in national policy in order to determine the extent to which it is contributing to those purposes.</p> <p><u>Approach to Green Belt Assessment</u></p> <p>The Green Belt Review was undertaken in three parts. Part 1 provides a strategic review of Green Belt purposes. Prior to the Part 1 assessment being made, the study area was subdivided into smaller Parcels prior to assessment, using well-defined physical features to define boundaries. Part 2 provided a more refined consideration of the contribution land makes towards Green Belt purposes, subdividing land Parcels identified at Part 1 into smaller Parcels where possible, generally based on knowledge gained through the Part 1 assessment and the location of PRoW. For both assessments, each land Parcel (or sub-divided land Parcel) was assessed against a number of criteria associated with Purposes 1-5 of the Green Belt, using a colour coded scoring system.</p> <p>The Purpose 1 Assessment focuses on how the Green Belt checks the sprawl of defined large built-up areas, including Greater London, and areas within Bracknell Forest, Royal Borough of Windsor and Maidenhead Wokingham and South Oxfordshire, focusing on the role played by land in preventing the outward spread of development, ribbon development and the capacity of land to inhibit coalescence. The Purpose 2 Assessment gave consideration to the extent and character of the gap between defined settlements across a broad spatial scale (and at Part 2, how development within the gap would affect coalescence). The Purpose 3 assessment gave consideration to the character of Parcels and the presence of urbanising features within them. The Purpose 4 assessment gave consideration to the relationship between land and defined historic areas (areas within and surrounding the study area subject to historic designations). The Purpose 5 assessment gave consideration to whether land promoted the re-use of land. Parts 1</p> |

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| | <p>and 2 of the study also gave consideration to how land promoted the positive use of the Green Belt.</p> <p>At Part 3, consideration was given to the in-setting of Green Belt villages.</p> <p><u>Approach to identifying land for removal from the Green Belt</u></p> <p>The Review did not give consideration to whether land should be removed from the Green Belt, noting that such determinations will need to be considered outside of the Review, with regard had to the findings of the Review.</p> |
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| Guildford Borough Council | |
| Plan Status | <p>Local Plan 2003 – Saved Policies.</p> <p>Consultation on an emerging draft Local Plan took place in mid-2016, with Examination in Public expected to be undertaken in 2017.</p> |
| Green Belt Studies/Reviews Undertaken: | |
| Green Belt and Countryside Study 2016 Volumes I-VI | <p><u>Purpose of the Review</u></p> <p>The introduction to the Review states that the objective of the Review is to review land within Guildford Borough to determine appropriate Potential Development Areas (PDAs) for future housing and other growth requirements, if suitable land cannot be identified within built-up areas.</p> <p><u>Approach to Green Belt Assessment and to identifying land for removal from the Green Belt</u></p> <p>The Green Belt Review for Guildford comprises VI volumes.</p> <p><i>VII and VII addendum</i></p> <p>As an initial step, the study area was subdivided into separate land Parcels, using physical landscape features. Each Parcel was then assessed to establish the degree to which it contributes to the purposes 1-4 of the Green Belt. Purpose 5 was not considered. To distinguish between sites, a scoring system was employed, with Parcels attracting a score of either '0' or '1'. Under Purpose 1, it is indicated that where the Green Belt is adjacent to a clear physical boundary defined by built form, the landscape performs a role in safeguarding against unrestricted sprawl. In contrast, a land Parcel which lies away from built development within the countryside would contribute less to this purpose. For Purpose 2, it is indicated that an open, expansive landscape which contributes towards significant separation between two settlements will contribute less in terms of anti-coalescence than a Parcel that forms a narrow gap between two settlements, which would have a significant anti-coalescence role. For Purpose 3, it is indicated that where built development or urban influences are present, the Parcel will already have been notably encroached by development, and is no longer able to perform this purpose. For Purpose 4, consideration was given to conservation</p> |

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| | <p>areas associated with towns and villages within Guildford Borough and the potential impact upon the setting and special character of historic elements of Guildford. It is indicated that where a land Parcel is considered to notably contribute to the preservation of such historic settings relating to settlements, it will be assumed to serve the purpose.</p> <p>For Parcels around the urban areas of Guildford, Ash and Tongham, poorly scoring Parcels were subject to further assessment in respect of their sustainability credentials and environmental capacity to accommodate development. For land around villages (addressed in Volume III), all Parcels were considered irrespective of score, but the environmental capacity study was undertaken prior to the sustainability assessment in order to screen out inappropriate sites.</p> <p><i>Volume IV</i></p> <p>Volume IV gave consideration to the washed over status of settlements within Guildford Borough and whether the status should be retained in light of changes to national planning policy. Initially the study considered the degree of openness within each village with reference to village form, density and the extent of existing developed land. It was then considered how openness was perceived when viewing the village from beyond the established development. The presence of defensible boundaries around the village was also considered. A determination was then made in respect of whether revisions to the Green Belt status of villages should be made.</p> <p><i>Volume V</i></p> <p>Volume V gave consideration to a number of matters not previously addressed within the Green Belt and Countryside Study on a general basis, including the potential expansion of settlements in adjoining Boroughs, the potential expansion of villages located within or bordering the Surrey Hills AONB, the further consideration of Countryside Beyond the Green Belt, the potential for the expansion or redevelopment of major previously developed sites, major expansion of sustainable villages and creation of a new settlement at Wisley.</p> <p><i>Volume VI</i></p> <p>Volume VI gave consideration to the inseting of Gypsy and Traveller Sites, taking account of the possible defensible boundaries surrounding such sites.</p> |
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| Royal Borough of Windsor and Maidenhead | |
| Plan Status | <p>The Royal Borough of Windsor and Maidenhead Local Plan 2003 – Saved Policies.</p> <p>Consultation on an emerging draft Local Plan took place in late 2016.</p> |

| Green Belt Studies/Reviews Undertaken: | |
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| <p>Edge of Settlement Analysis Part 2: Constraints, Opportunities and Delivery Assessment July 2016</p> | <p><u>Purpose of the Review</u></p> <p>The introduction to the review states that the objective of the Review is to consider the suitability of land on the edge of settlements for development.</p> <p><u>Approach to Green Belt Assessment</u></p> <p>Using land Parcels defined under the Part 1 Assessment, Parcels were considered the constraints and opportunities associated with each Parcel, before giving consideration to the suitability, availability and achievability of development. No scoring or categorisation was used for the assessment.</p> |
| <p>Edge of Settlement Analysis Part 1: Green Belt Purpose Assessment July 2016</p> | <p><u>Purpose of the Review</u></p> <p>The introduction to the review states that the objective of the Review is to consider the suitability of land on the edge of settlements which are themselves excluded from the Green Belt for development. In particular, the purpose of the study was to consider how land currently designated Green Belt performs against the purposes of Green Belt as defined in the NPPF.</p> <p><u>Approach to Green Belt Assessment</u></p> <p>The study area was first subdivided into smaller Parcels, using physical features to define boundaries. Land subject to significant constraints was excluded. Each Parcel was then assessed against Purposes 1 – 4 of the Green Belt and categorised according to its function against each purpose. Purpose 5 was omitted from assessment.</p> <p>The Purpose 1 Assessment focuses on how the Green Belt checks the sprawl of large built-up areas (incorporating settlements across a range of scales) within RBWM and adjoining Boroughs, focusing on the degree to which the land prevents the irregular spread of the built up areas and the nature of the boundary at the point the two areas meet. For the purposes of the assessment London is not assessed. The Purpose 2 assessment gave consideration to the degree to which land prevents the coalescence of settlements, including consideration of ribbon and sporadic development. The Purpose 3 assessment considered the strength of the existing countryside character and the impact of urbanising features. The Purpose 4 assessment gave consideration to the degree to which land contributes to the setting of a historic place.</p> <p><u>Approach to identifying land for removal from the Green Belt</u></p> <p>The Review did not give consideration to whether land should be removed from the Green Belt, noting that such determinations will need to be considered outside of the Review, with regard had to the findings of the Review.</p> |
| <p>Green Belt Purpose Analysis (November</p> | <p><u>Purpose of the Review</u></p> <p>The introduction to the review states that the objective of the</p> |

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| 2013) | <p>Review is to establish how land within the Royal Borough contributes to the purposes of Green Belt as defined in the National Planning Policy Framework.</p> <p><u>Approach to Green Belt Assessment</u></p> <p>The study area was first subdivided into smaller 500m by 500m Parcels, Each Parcel was then assessed against Purposes 1 – 5 of the Green Belt and categorised according to its function against each purpose, using a colour-coded system to indicate how Parcels performed against each purpose.</p> <p>The Purpose 1 Assessment focused on how the Green Belt checks the sprawl of large built-up areas (incorporating settlements across a range of scales) within RBWM and adjoining Boroughs, focusing on the distance of the Parcel from excluded settlements and the presence of ribbon development. The Purpose 2 assessment gave consideration to the distance between settlements. The Purpose 3 assessment considered the strength of the existing countryside character, including, but not limited to, nature conservation values, presence of trees, and landscape quality. The Purpose 4 assessment gave consideration to the degree to which land contributes to the setting of Windsor Castle and Eton College and the presence of historic features. The Purpose 5 assessment gave consideration to how land contributes towards urban regeneration and the distance of each Parcel from rejuvenation opportunities.</p> <p><u>Approach to identifying land for removal from the Green Belt</u></p> <p>The Review did not give consideration to whether land should be removed from the Green Belt, noting that such determinations will need to be considered outside of the Review.</p> |
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| Runnymede Borough Council | |
| Plan Status | <p>Local Plan 2001.</p> <p>Consultation on a draft Local Plan took place during Summer 2016.</p> |
| Green Belt Studies/Reviews Undertaken: | |
| Green Belt Review (December 2014) | <p><u>Purpose of the Review</u></p> <p>The introduction to the review states that the purpose of a Green Belt Review is to consider whether a change is needed to Green Belt boundaries. It is indicated that the review provides an objective appraisal of all land outside of the urban area boundary as defined in the Runnymede Local Plan 2001 against the Purposes of the Green Belt; this approach covered land within and outside of the Green Belt. The review also seeks to identify broad areas that could potentially be removed from the Green Belt and make recommendations in respect of where a defensible Green Belt Boundary should be drawn.</p> <p><u>Approach to Green Belt Assessment</u></p> |

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| | <p>The study area was subdivided into smaller ‘general areas’ prior to assessment, using permanent man-made and natural features to define boundaries. Each ‘general area’ was then assessed against Purposes 1 – 3 of the Green Belt, using a colour coded scoring system. Purposes 4 and 5 were omitted from assessment.</p> <p>The Purpose 1 Assessment focuses on how the Green Belt checks the sprawl of large built-up areas within Runnymede and its adjoining Boroughs, focusing on the relationship between the study area and defined built-up areas and the nature of the boundary at the point the two areas meet. For the purposes of the assessment London is not assessed owing to the distance of the Borough from London. The Purpose 2 Assessment gave consideration to the extent of the gap between defined settlements across a broad spatial scale. The Purpose 3 assessment gave consideration to the amount of built form within the study area.</p> <p><u>Approach to identifying land for removal from the Green Belt</u></p> <p>General areas were sieved to take account of absolute constraints to development. Remaining Parcels were then assessed against non-absolute constraints to identify preferential locations for development. These identified Resultant Land Parcels for further consideration for release. Consideration was also given to whether there were any areas where the Green Belt could be extended.</p> |
| <p>Green Belt Village Review (February 2016)</p> | <p><u>Purpose of the Review</u></p> <p>The introduction to the review states that the purpose of the review is to determine whether any areas of built development lying outside of designated settlements in Runnymede should be considered ‘a village’ and if so, whether they should remain within, or be excluded from, the Green Belt.</p> <p><u>Approach to Green Belt Assessment</u></p> <p>A 6-stage process was followed. At Stages 1 and 2, developed areas washed over by Green Belt that could be classed as a ‘village’ were identified and boundaries established around them. Stage 3 gave consideration to whether villages exhibited an open character, by examining their characteristics. Stage 4 gave consideration to the relationship between villages and the openness of the surrounding Green Belt. Stage 5 sought to draw to a conclusion on whether a village should be washed over by, or excluded from, the Green Belt, with Stage 6 relating to the refining of boundaries of villages to be excluded from the Green Belt.</p> |

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| <p>Woking Borough Council</p> | |
| <p>Plan Status</p> | <p>Woking Local Plan 1999 (Saved Policies) Woking Core Strategy (2012) Consultation on an emerging draft Site Allocations DPD took place in Summer 2015.</p> |

Green Belt Studies/Reviews Undertaken:

Green Belt Boundary Report (2014)

Purpose of the Review

The introduction to the review states that the purpose of the review is to review the land beyond the existing urban area with a view to identifying land for housing and Gypsy and Traveller sites.

Approach to Green Belt Assessment

Areas beyond the existing urban area were initially sieved to remove areas subject to significant constraints from further consideration. Remaining areas were then subdivided into smaller Parcels, based around absolute constraints, landscape characteristics and features on the ground that could provide meaningful boundaries. The smaller Parcels were then assessed against the Purposes 1-3 of the Green Belt, using a qualitative scale with land capable of being identified as being of critical, major, moderate, slight/negligible or of no importance to the Green Belt Purposes. Purposes 4 and 5 were not considered as a part of the study.

The Purpose 1 Assessment focuses on how the Green Belt checks the sprawl of large built-up areas by examining the nature of the threshold and spatial relationship between land and large built-up areas (although such areas are undefined within the methodology). Purpose 2 examined the separation between settlements (although again, such areas are undefined within the methodology). Purpose 3 considers the degree to which each land Parcel exhibits an unspoilt rural character.

Approach to identifying land for removal from the Green Belt

Following the Green Belt assessment, each land Parcel was categorised depending on its deemed suitability as an area of search for development based upon the Green Belt assessment. Each Parcel was then examined against a series of indicators, including strategic accessibility, environmental constraints, local communities, before a landscape assessment was made. Conclusions were then drawn on identifying sites and their overall potential.

Annex 2: Response to Land Use Consultants Peer Review Report

| LUC comments | Local Authority response |
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| <p>LUC broadly supports the Council's approach to rating the contribution of land parcels through the assessment.</p> | <p>Noted.</p> |
| <p>The NPPF does not weight the purposes; however, in practice, Purpose 3 is relevant to all parcels of land and only parcels that lack the 'essential characteristic' of openness will make no contribution to it. Purposes 1, 2 and 4, on the other hand, are only relevant to parcels in the vicinity of large built-up areas, juxtaposed between neighbouring towns or within the settings of historic towns.</p> <p>The significance of this in terms of the results of assessments is that many parcels which might be considered 'core' Green Belt rate highly against Purpose 3 but make lower contributions to the other purposes. Assessments which aggregate ratings to provide an overall assessment may as a result rate parcels that make a low or moderate contribution to a number of purposes higher than those which make a strong contribution to Purpose 3 only. The NPPF does not require all the purposes to be met simultaneously. Therefore, parcels of land can make a significant contribution without performing all the purposes at the same time. However, it would not be unreasonable to assume that a parcel that rates highly against a number of different purposes potentially has more value in Green Belt terms than one which rates highly against only one purpose. We do however agree that it is not appropriate to provide an overall score/rating for the Green Belt parcel against all four purposes combined.</p> | <p>The fact that the NPPF does not weight the purposes is reflected in the Methodology; however, this feedback effectively explains some of the issues in respect of drawing to conclusions on the performance of Parcels; the Methodology has therefore been updated to amplify this section.</p> <p>Methodology updated at Paragraph 5.9.4.</p> |

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| <p>We recommend that strategic-level Green Belt assessments (often referred to as Stage 1 assessments/studies), should reflect the highest contribution the majority of the land within each parcel makes to each purpose; however, each rating needs to be supported by detailed text which describes how a judgement has been reached, i.e. which factors have influenced the rating given. This text should also draw out the variations in contribution of land across a parcel for each purpose. These textual judgements are often invaluable for isolating the portions of the Green Belt which make a weaker contribution to the Green Belt purposes.</p> | <p>Noted.</p> <p>The methodology already proposes to accompany any ratings given with a textual explanation but did not clarify that ratings should reflect the highest contribution the majority of the land within each parcel makes to each purpose. This has been updated accordingly at Paragraph 5.9.2.</p> <p>The wording of the Methodology has been revised to better reflect that textual explanations should be detailed.</p> |
| <p>Where there is significant variation across an assessment parcel, we would recommend that the parcel is sub-divided so that these differences can be clearly distinguished.</p> | <p>Noted, following the review of the draft methodology, the approach to defining Parcels has been refined. This will result in the definition of smaller Parcels at the outset. Provision has also been made in the methodology for the further subdivision of Parcels at Paragraph 5.9.3.</p> |
| <p>It is recommended that each parcel is visited to validate the findings in the field.</p> | <p>Noted – each Land Parcel will be visited.</p> |
| <p>LUC support the approach to assess all Green Belt land within Surrey Heath.</p> | <p>Noted.</p> |
| <p>The draft parcels defined for the Surrey Heath assessment are considered to be too large to draw out appropriately detailed spatial differences in the performance of Green Belt.</p> | <p>Noted and agreed. The approach to defining Land Parcels has been revised accordingly.</p> |

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| <p>It is recommended that consideration is given to LUC's alternative approach to define smaller assessment parcels adjacent to the main inset settlements where development pressures, and therefore variations in contribution to the purposes of Green Belt, are likely to be greatest. This is in line with the Guidance set out by the Planning Officers Society.</p> <p>Defining smaller parcels beyond the urban edges of settlements is considered impractical, given that there is likely to be less variation in the performance of land against the purposes of the Green Belt in these locations. Therefore, having parcelled the land around all the inset settlements within and directly adjacent to the Green Belt, we recommend that the Council consider subdividing the remaining areas of Green Belt into larger 'broad areas' for assessment.</p> | <p>Surrey Heath has considered LUC's alternative approach but does not consider the LUC approach as suitable for the purposes of the Surrey Heath assessment.</p> |
| <p>We therefore support the approach to use the administrative boundaries to define the edge of parcels at the Borough boundary. However, we recommend that a commentary should be included of any instances where the administrative boundary is not accompanied by any defined features on the ground.</p> | <p>Noted. As per the draft methodology, commentary will be provided on each applicable pro forma.</p> |
| <p>LUC support the reasoning behind the definition of large built up areas and sprawl in the draft methodology.</p> | <p>Noted.</p> |
| <p>The methodology states that the capacity for a land parcel to prevent sprawl of a large built area will fall away abruptly from the urban edge. This is not necessarily true - the capacity for a land parcel to prevent sprawl of a large built up area is rather dependent upon the extent, nature and influence of any sprawl at the urban edge. We suggest that the term abruptly should not be used as it will be dependent on the scale of potential development.</p> | <p>Noted and methodology revised accordingly.</p> |

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| <p>The proposed methodology states that land parcels will be considered to perform strongly where there is a clearly defined boundary preventing sprawl on the urban edge. We would question this approach as where there is a strong existing feature preventing sprawl, arguably the Green Belt is not performing a strong role as the barrier feature is preventing sprawl. We suggest that the methodology should be amended to state that where there is no barrier feature, the Green Belt is playing a strong role preventing sprawl from taking place. The significance of a boundary in preventing urban sprawl is judged based on its relative proximity to the existing urban edge of a settlement and its nature. Only motorways, dual carriageways, railway lines and rivers which have not been breached within the relevant land parcel, or close by, can be considered to constitute a very significant and durable boundary that will prevent urban sprawl.</p> | <p>Noted, however, this approach seems to sit awkwardly against NPPF guidance stating that Green Belt boundaries should be defined by physical features that are permanent (presumably with a view to ensuring land is clearly demarcated and with the purpose of acting as a barrier to sprawl). The Council has not therefore changed its approach, but has sought to amplify the reasoning for the approach in Paragraph 5.4.5.</p> |
| <p>There are a number of other key criteria that could be consider under Purpose 1, including the extent of any existing urban sprawl within each Parcel and the role played by each parcel in preventing ribbon development.</p> | <p>Noted. Purpose 1 assessment criteria amended to reflect advice.</p> |
| <p>The extent of existing urban sprawl and barrier features etc. could be encapsulated within one key question relating to the relationship of the parcel to the built up area and countryside. In some cases a parcel may be at risk of urban sprawl within the parcel itself but there may be limited potential for sprawl to occur beyond the parcel as it is closely related to the urban area (e.g. where a parcel is surrounded by existing built development on all sides, or is bounded by existing urban development and a strong a durable barrier preventing sprawl occurring beyond the parcel).</p> | <p>Noted, however it is not considered to incorporate consideration of the risk of urban sprawl within the current assessment, the purpose of which is to identify how Parcels are currently performing.</p> |

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| <p>The NPPF specifically refers to preventing the merging of neighbouring 'towns', not the merging of towns with smaller satellite settlements, or the merging of smaller settlements with each other. Therefore, we recommend that the Council revise the definition of 'towns' to include the same settlements defined as large built up areas under Purpose 1, as well as any other settlements that are explicitly referred to as 'towns' within the Surrey Heath Core Strategy and Development Management Policies DPD 2011 – 2028 or the respective adopted DPDs of neighbouring areas. Including villages within the definition of Purpose 2 towns could mean the assessment is vulnerable to challenge. We are aware however that some Green Belt studies do include the consideration of villages in their assessment of Purpose 2. It is therefore important that if villages are included, there is a clear justification provided. Not defining smaller settlements as towns does not mean that smaller intervening settlements cannot affect the nature and size of the perceived gaps between neighbouring towns.</p> | <p>Noted; however, it is recognised that the proposed Surrey Heath methodology reflects the approach adopted by all neighbouring authorities notwithstanding Bracknell Forest. It is also noted that such an approach has been found sound through Local Plan Examinations, including the Vale of White Horse Local Plan Pt 1, which was adopted in December 2016. As such it is not considered that the assessment is unsound, however the wording of the methodology has been revised to provide a more detailed justification of the approach taken.</p> |
| <p>For the purposes of clarity it is recommended that the wording of the Purpose 2 assessment criteria is revised.</p> | <p>Noted and wording revised accordingly.</p> |
| <p>LUC recommend the study's definition of countryside is developed further.</p> | <p>Noted and wording revised accordingly.</p> |
| <p>LUC support the Council's definition of 'openness' and 'urbanising features', although it should be made clear that appropriate development (as set out within the NPPF) has not been treated as urbanising development.</p> | <p>Noted. This is already addressed within the draft methodology but has been amplified at Paragraph 5.6.2.</p> |
| <p>LUC agree with the proposed Purpose 3 assessment criteria, but also recommend that they should also take into account the potential for encroachment from neighbouring land.</p> | <p>Noted, however it is considered that revision of the criteria to take account of potential encroachment would move the assessment away from its purpose of considering how Parcels currently perform.</p> |
| <p>LUC recommend that the Council revise the definition of 'historic towns'.</p> | <p>Noted and agreed.</p> |

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| <p>LUC support the Council's approach to the assessment of Purpose 5. We recommend that the Council should acknowledge that Purpose 5 is important and should be afforded equal weight with Purposes 1-4 but that is not possible to assess the performance of Purpose 5 in a parcel-by-parcel assessment. A clear justification should also be included setting out why an assessment of Purpose 5 has not been undertaken.</p> | <p>Noted. The draft assessment already incorporates some discussion of this matter but this has been amplified.</p> |
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Annex 3: Responses to Duty to Co-operate exercise and actions taken

| Respondent | Comments | Local Authority Response |
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| Bracknell Forest Borough Council | It is not clear how the results of the study are going to be used in the Local Plan process. | The results of the Study will be considered alongside other evidence based documents, case law and national planning policy to examine the extent to which the emerging Local Plan can meet identified objectively assessed needs in a way that is consistent with the policies of the NPPF. This will involve a consideration of whether there are overriding exceptional circumstances to warrant an alteration to Green Belt boundaries. It is not considered appropriate to address this within the methodology. |
| Bracknell Forest Borough Council | The paper suggests that the study will assess both the Green Belt and the countryside against the 5 purposes of the GB as set out in the NPPF. It is unclear why the countryside is being assessed in the same way as the Green Belt as national policy treats such designations very differently. | The approach to include countryside within the assessment reflects the approach taken in other comparable studies. At this stage it is not known whether there are exceptional circumstances to warrant an alteration to Green Belt boundaries; the findings of this study will, alongside other evidence, enable the Council to draw to robust conclusions on this matter. In view of the understanding that Green Belt boundaries can both expand and contract, it is prudent for the Council to have a robust understanding of how all the land in Surrey Heath outside of defined settlements performs against the NPPF purposes on this basis. This will be addressed in the main body text of the final Study. |
| Bracknell Forest Borough Council | The methodology makes no reference to how 'washed over' hamlets/villages in the Green Belt (particularly Chobham) will be assessed as part of the study. | Washed over settlements areas will not be treated differently from other settlements. This is addressed within the methodology under Purpose 2. |
| Elmbridge Borough Council | As Green Belt is a strategic, cross-boundary matter and with the Local | Noted. |

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| | <p>Strategic Statement (LSS) in mind, we consider it beneficial that Surrey Heath Borough Council is undertaking this assessment. As part of the preparation of its new Local Plan, Elmbridge Borough Council has undertaken a similar assessment that was published in March 2016. Whilst there are slight variations in approach between our two authorities, it is generally considered that the necessary comparisons can be made.</p> | |
| <p>Elmbridge Borough Council</p> | <p>The proposed assessment would benefit from a Strategic Assessment of the Green Belt within Surrey Heath and how designated land functions in the wider context of the Metropolitan Green Belt.</p> | <p>Noted. The approach, which omits a strategic assessment, reflects the approach taken in other comparable studies.</p> <p>Notwithstanding this, it is recognised that when concluding the Study, some strategic themes around the performance of the Green Belt and Countryside are likely to emerge as a result of the assessment of individual Parcels on a Purpose by Purpose basis. Given that the methodology incorporates consideration of large built-up areas, historic settlements and towns and villages beyond its boundaries, this is considered to facilitate some broader understanding of how the land functions in the wider context of the metropolitan Green Belt.</p> |
| <p>Elmbridge Borough Council</p> | <p>The study would benefit from the inclusion of an assessment of any greenfield sites/reserve housing sites to see if their allocation remains appropriate/whether they should be returned to the Green Belt or countryside beyond the Green Belt.</p> | <p>This is considered to fall outside of the scope of the Green Belt and Countryside Study. This will be undertaken as part of wider Council work to identify the extent to which the Council is able to meet its objectively assessed needs in accordance with the requirements of the National Planning Policy Framework.</p> |
| <p>Elmbridge Borough Council</p> | <p>The study should look across Borough boundaries in the identification of parcels (para. 2.3) and not re-define these by the administrative boundary. This is considered particularly important given that as part of the assessment the presence (or not)</p> | <p>The importance of strong and defensible boundaries is recognised, however it is not considered that it would be appropriate to re-assess land in adjoining Boroughs that has already been subject to detailed assessment by their host</p> |

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| | of a strong / defensible boundary is a determining factor in the functioning of a parcel against the NPPF purposes. | Authority, often within recent years. It is considered that the Methodology as written provides a sufficient consideration of land at the edge of the Borough. |
| Elmbridge Borough Council | In defining Large Built-Up Areas (Purpose 1, Table 1) for Surrey Heath this should also include Frimley Green. Whilst not a high in the settlement hierarchy, the area forms part of the entire urban conurbation of Camberley/Frimley. | Noted. Methodology amended to reflect that the large, built-up area of Frimley and Camberley incorporates Frimley Green. |
| Elmbridge Borough Council | It is considered appropriate that when identifying towns (Purpose 2, Table 2) the area of Snows Ride, Windlesham is identified in the list of settlements for Surrey Heath e.g. '... Chobham & Windlesham, including Snows Ride'. This follows the area being inset from the Green Belt with its own boundary and would provide clarity as to these settlements included. | The Surrey Heath Core Strategy and Development Management Policies DPD does not identify Snows Ride as a discrete settlement in its own right but recognises it as part of Windlesham. The methodology has been revised to reflect this. |
| Elmbridge Borough Council | One area of concern is the application of Purpose 4: to preserve the setting and special character of historic towns. In line with PAS Guidance, the Elmbridge assessment has not applied this purpose. It is generally felt that this criterion will only apply to very few settlements in practice due largely to the pattern of modern development that often envelopes historic towns today. Whilst it is acknowledged that Conservation Areas and other landmarks have a historic nature/features that should be preserved, it is queried whether these are sufficient to warrant the status/ label historic town. Given that Chobham is washed over by the Green Belt, this is perhaps more appropriate in the context of Surrey Heath than Elmbridge Borough however, the inclusion of Bagshot is questioned. | <p>The PAS guidance "<i>Planning on the Doorstep: The Big Issues – Green Belt</i>" indicates that "<i>this purpose is generally accepted as relating to very few settlements in practice. In most towns there already are more recent developments between the historic core, and the countryside between the edge of the town</i>"</p> <p>Surrey Heath recognises the difficulties inherent in identifying historic towns, particularly given that there is no popular definition of the term. It thus falls to the Council to define how the term should be used in a local context. It is considered that the approach is justified in the local context and that both towns identified feature historic cores that not only have a strong and recognisable historic identity and character, despite incorporating more recent development, but that also have a close relationship with the countryside that warrants further consideration. Notwithstanding this, further information will be provided within the final Study</p> |

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| | | indicating how the identified historic settlements were arrived at. |
| Hart District Council | It is noted that the stated purpose of the methodology is to review how land, currently designated as Green Belt and countryside, within Surrey Heath functions against the purposes of the Green Belt as identified in the NPPF. Whilst the individual assessment against the 5 purposes appear sound; Hart District Council (HDC) makes the following observations are made on the methodology. The first observation is that the methodology fails to clearly identify the purpose for undertaking the study. | As noted in the response, the purpose of the methodology is to review how land, currently designated as Green Belt and countryside, within Surrey Heath functions against the purposes of the Green Belt as identified in the NPPF. |
| Hart District Council | No context is given in terms of what the results will be used for. In the absence of being able to understand this it is difficult to meaningfully comment on the proposed methodology. | As per the consultation, the results will be used to give the Council an understanding of how land, currently designated as Green Belt and countryside, within Surrey Heath functions against the purposes of the Green Belt as identified in the NPPF. |
| Hart District Council | No justification is given as to why land that is not currently designated as Green Belt is being assessed against the purposes of having land designated as Green Belt. Having regard to national planning policy countryside land is not afforded the same protection as Green Belt and there is no link between such an allocation and the identified purposes of Green Belt. | The approach to include countryside within the assessment reflects the approach taken in other comparable studies. At this stage it is not known whether there are exceptional circumstances to warrant an alteration to Green Belt boundaries; the findings of this study will, alongside other evidence, enable the Council to draw to robust conclusions on this matter. In view of the understanding that Green Belt boundaries can both expand and contract, it is prudent for the Council to have a robust understanding of how all the land in Surrey Heath outside of defined settlements performs against the NPPF purposes on this basis. This will be addressed in the main body text of the final Study. |
| Hart District Council | Given the commitment of Surrey Heath to meet its OAHN it is | Surrey Heath has indicated that it will leave no stone unturned in |

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| | <p>recommended that the scope of the proposed Green Belt and Countryside study be expanded to incorporate a review that assesses the suitability of Green Belt and Countryside land to accommodate new housing. This would then provide confidence that the requirements of the Duty to Co-operate are being fully met by the Council in accordance with the agreed ToR.</p> | <p>seeking to meet its OAHN, but has always indicated that owing to its constraints, this may not be possible.</p> <p>The suggested work falls outside of the scope of the Green Belt and Countryside Study. The results of the Study will be considered alongside other evidence based documents, case law and national planning policy to examine the extent to which the emerging Local Plan can meet identified objectively assessed needs in a way that is consistent with the policies of the NPPF. This will involve a consideration of whether there are overriding exceptional circumstances to warrant an alteration to Green Belt boundaries.</p> |
| Reigate and Banstead | <p>The overall approach appears to be appropriate, however we would question whether the guidance set out within the questions needs to be a bit more structured to ensure transparency and consistency between assessments. You may want to see the RBBC Regulation 18 Green Belt review as an example (although this is still to be tested at examination – link below). However, we appreciate that local circumstances may warrant a different approach.</p> | <p>Noted. The approach taken by Reigate and Banstead has been considered and steps have been taken to better structure the questions for each purpose.</p> |
| Runnymede Borough Council | <p>Prior to publication of the study Runnymede would like to have the opportunity to consider the results for the Land Parcels adjoining the Runnymede/Surrey Heath administrative boundary</p> | <p>Noted.</p> |
| Runnymede Borough Council | <p>With regard to Table 2 (Neighbouring Settlements), the current Runnymede Local Plan also refers to the settlements of Woodham and Lyne, and so for completeness it would be appropriate to mention them in this table</p> | <p>Noted. Settlements have for the purposes of the study been identified as any settlement with a defined boundary that is identified within the Surrey Heath Core Strategy and Development Management Policies DPD 2011 – 2028 or the respective adopted DPD's of neighbouring areas. Table 2 (Neighbouring Settlements) has been updated</p> |

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| | | to incorporate Woodham, however Lyne, whilst identified as a settlement in the Runnymede Local Plan 2001, does not appear to benefit from a defined settlement boundary. Notwithstanding this, the methodology does not preclude consideration of how smaller intervening clusters of development affect the nature and size of the perceived gaps between settlements. |
| Rushmoor Borough Council | Careful consideration will need to be made of the impact of the outcomes of this study on meeting the requirements for sustainable development in the Borough and wider area. | Noted. |
| Rushmoor Borough Council | We would suggest that including more detail on how each of the functions of the Green Belt will be assessed will assist in interpreting the findings of the report (e.g. through the use of a more detailed list of questions or set proforma). | Noted, however the level of detail contained within the methodology is comparable to or greater than other similar studies, including a number that have been taken through Examination in Public. Notwithstanding this, the methodology has been updated to provide a more structured approach to the questions for each purpose. |
| Rushmoor Borough Council | We suggest that a list of definitions of the key terms (e.g. openness) are provided. | Definitions are provided in the main body text. |
| Rushmoor Borough Council | Alongside this review of Green Belt, robust evidence should be prepared to demonstrate why further capacity cannot be identified, for example, through opportunities to increase housing delivery within built up areas in the Borough through the regeneration of brownfield sites. | Noted. This work falls outside of the scope of the Green Belt and Countryside Study. This will be undertaken as part of wider Council work to identify the extent to which the Council is able to meet its objectively assessed needs in accordance with the requirements of the National Planning Policy Framework. |
| Rushmoor Borough Council | Prior to determining whether need could be met elsewhere in the Housing Market Area we would request that, alongside this review of Green Belt, robust evidence is prepared to demonstrate why further capacity cannot be identified, for example, through opportunities to increase housing delivery within built up areas in the | Noted. This work falls outside of the scope of the Green Belt and Countryside Study. This will be undertaken as part of wider Council work to identify the extent to which the Council is able to meet its objectively assessed needs in accordance with the requirements of the National Planning Policy Framework. |

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| | Borough through the regeneration of brownfield sites. For example, we expected a potential supply of residential units to be identified on the London Road Block site (CTC AAP Policy TC14), especially given the expectation that the extent of retail floorspace delivered may lower than originally envisaged, but an assessment of this site does not currently feature in the latest SLAA. | |
| Waverley Borough Council | The Council supports the methodology for this review, which is similar to the methodology used for Waverley's Green Belt Review. We believe it will provide an assessment of how effectively each parcel of land performs against the Green Belt function. | Noted. |
| Wokingham Borough Council | WBC notes that the proposed methodology is similar to that used by WBC and Bracknell Forest Council (BFC) to assess the contribution land in the Green Belt makes to the defined purposes of Green Belt as set out in the National Planning Policy Framework. | Noted. |
| Wokingham Borough Council | The proposed Surrey Heath Council methodology does not propose to assess the fifth purpose of the Green Belt ('To assist in urban regeneration, by encouraging the recycling of derelict and other urban land'. The WBC and BFC methodology did do this but assessed all land parcels as equal. The proposed approach is not unusual and in practice results in a similar outcome as that used by WBC and BFC. WBC therefore raises is not concerned by this divergence. It will be important however that when assessing the sustainability of sites in the round that opportunities to contribute to the recycling of land are seen as a positive element in the balancing exercise. | Noted. This is considered to fall outside of the scope of the Green Belt and Countryside Study. However, opportunities to maximise the recycling of land will be explored fully as part of wider Council work to identify the extent to which the Council is able to meet its objectively assessed needs in accordance with the requirements of the National Planning Policy Framework. |
| Wokingham Borough Council | The proposed Surrey Heath Council methodology proposed to present the outcome for each purpose of the Green Belt | Noted. Each pro forma will provide an overview of the performance of each Parcel and a summary table will be provided |

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| | <p>separately and does not propose to provide an overview outcome or combined result. The WBC and BFC methodology did do this in addition to presenting the individual assessments. The proposed approach is not unusual and in practice it is recognised that regard should be had to individual purposes of Green Belt. WBC therefore is not concerned by this divergence. It is however recommended that the results are displayed to enable the reader to clearly understand what contribution a land parcels makes to each purpose of the Green Belt, possibly by way of a summary table.</p> | <p>in the main body text.</p> |
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Annex 4: Summary Tables of Findings

| Green Belt Parcels | | | | | | |
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| Parcel | Summary | Sub-Parcel | P1 | P2 | P3 | P4 |
| G1 | Land to the north of London Road and to the east of Sunninghill Road Parcel G1 is 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 G1 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G1a was considered to function strongly against Purposes 2 and 3. Owing to its developed character, Parcel G1b was considered to function weakly, compromising openness along key routes between settlements. | G1a | | | | |
| | | G1b | | | | |
| G2 | Land north of London Road and west of Sunninghill Road Parcel G2 is 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 G2 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G2b was considered to function strongly against Purposes 2 and 3. Owing to its developed character, Parcel G2a was considered to function weakly, compromising openness along key routes between settlements. | G2a | | | | |
| | | G2b | | | | |
| G3 | Land to the east of the A322 Bracknell Road and to the west of the Ascot to Guildford Railway Line Parcel G3 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G3 was considered to function strongly against Purpose 2 as a result of the role played by the Parcel in separating Bagshot and Windlesham (Snows Ride). Residential development along the A322 on balance led to the conclusion that the Parcel was considered to function moderately (rather than strongly) against Purpose 3. | N/A | | | | |
| G4 | Land at Grove End Parcel G4 is 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, countryside character and the role played by the Parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot. | N/A | | | | |
| G5 | Land south of London Road, east of Bracknell Road and west of School Road | N/A | | | | |

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| | Parcel G5 is 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. | | | | |
| 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. | N/A | | | |
| G7 | Land to the north east of Junction 3 of the M3 Motorway Parcel G7 is 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. | N/A | | | |
| G8 | Land to the south of Kennel Lane and west of Pound Lane Parcel G8 is 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 G8 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G8a was considered to function strongly against Purposes 2 and 3. Owing to the prevalence of residential development, Parcel G8b was considered to function weakly, compromising openness along key routes between settlements. | G8a | | | |
| | | G8b | | | |
| G9 | Land to the south east of Snows Ride and south west of Hatton Hill Parcel G9 is 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. | N/A | | | |
| G10 | Land to the north east of Hatton Hill and to the south of the A30 London Road Parcel G10 is 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. | N/A | | | |

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| G11 | <p>Land to the north of Chertsey Road and west of Chobham Road</p> <p>Parcel G11 is 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.</p> | N/A | | | |
| G12 | <p>Land to the south of the settlement area of Windlesham, between Broadway Road and Woodlands Lane</p> <p>Parcel G12 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G12 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.</p> | N/A | | | |
| G13 | <p>Land to the south of Chertsey Road and to the west of Highams Lane</p> <p>Parcel G13 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G13 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.</p> | N/A | | | |
| G14 | <p>Land to the south of the Chertsey Road and to the east of Highams Lane</p> <p>Parcel G14 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 relatively remote location of the Parcel.</p> | N/A | | | |
| G15 | <p>Land to the north east of the Waterloo to Reading railway line</p> <p>Parcel G15 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 Parcel's location.</p> | N/A | | | |
| G16 | <p>Land at Chobham Common</p> <p>Parcel G16 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up</p> | G16a | | | |

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| | <p>areas and historic areas of identified historic settlements. The Parcel was considered to function weakly against Purpose 2, owing to the relatively remote location of the Parcel and its partially developed character. As a result of its partially developed character, Parcel G16 was subdivided as a result of its varied performance against Purpose 3. Parcel G16a was considered to possess the characteristics of the countryside whereas Parcel G16b was considered to function weakly, accommodating part of the Longcross site.</p> | G16b | | | | |
| G17 | <p>Land south of Chertsey Road and north of the M3 Motorway</p> <p>Parcel G17 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 relatively remote location of the Parcel.</p> | N/A | | | | |
| G18 | <p>Land south of Junction 3 of the M3 and to the north east of the A322 Guildford Road</p> <p>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.</p> | N/A | | | | |
| G19 | <p>Land to the west of Broadway Road and south of the M3 Motorway</p> <p>Parcel G19 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.</p> | N/A | | | | |
| G20 | <p>Land between Hook Mill Lane and Rye Grove</p> <p>Parcel G20 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 to prevent development within a narrow gap between Windlesham and Lightwater.</p> | N/A | | | | |
| G21 | <p>Land to the south west of Hook Meadow Lane</p> <p>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.</p> | N/A | | | | |

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| G22 | <p>Land to the south of Broadway Road and north east of the A322 Guildford Road</p> <p>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 is 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.</p> | N/A | | | | |
| G23 | <p>Land to the north east of the A322 Guildford Road and to the north of Blackstroud Lane East.</p> <p>Parcel G23 was not considered to function against Purpose 1 and 4 owing to its spatial relationship with identified large built up areas and identified historic settlements. The Parcel was considered to function moderately against Purposes 2 and 3 as a result of the spatial relationship between the settlements which the Parcel is located between and the presence of a sewerage treatment facility, which compromises the countryside character of the Parcel to a degree.</p> | N/A | | | | |
| G24 | <p>Land east of the A322 Guildford Road and south of Blackstroud Lane East</p> <p>Parcel G24 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 that would affect the perception of a narrow gap between Lightwater and West End.</p> | N/A | | | | |
| G25 | <p>Land at Gordons School</p> <p>Although Parcel G25 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 to prevent development in a narrow gap between settlements at West End and Lightwater. It is also recognised that the Parcel generally exhibits a strong, countryside character.</p> | N/A | | | | |
| G26 | <p>Land between Windlesham and Church Roads</p> <p>Parcel G26 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and identified historic settlements. The Parcel was considered to function moderately to weakly against Purposes 2 and 3, owing to the presence of development within the Parcel.</p> | N/A | | | | |
| G27 | <p>Land at the recreation ground, Benner Lane</p> <p>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.</p> | N/A | | | | |

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| G28 | Land to the west of Highams Lane and south of the M3 Motorway Parcel G28 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 moderately against Purpose 2, with the Parcel falling within a relatively broad gap between settlements at Windlesham and Chobham, but nonetheless providing one of the strongest parts of the gap. | N/A | | | |
| G29 | Land between Rye Grove and Halebourne Lane Parcel G29 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 moderately against Purpose 2, with the Parcel falling within a moderate gap between a number of settlements. | N/A | | | |
| G30 | Land to the north of Bagshot Road and Hookstone Lane Parcel G30 is 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 G31 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G30a was considered to function strongly against Purposes 2 and 3. Owing to its developed character, Parcel G30b was considered to function weakly, compromising openness along key routes between settlements. | G30a | | | |
| | | G30b | | | |
| G31 | Land to the south of Hookstone Lane and to the north of Bagshot Road Parcel G31 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G31 was considered to function strongly against Purpose 3, on balance, as a result of its generally open, countryside character. However, residential development within the Parcel does influence the perception of the gaps between settlements. As such the Parcel's function against Purpose 2 is considered to be weak, on balance. | N/A | | | |
| G32 | Land between the M3 Motorway and Valley End Road Parcel G32 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G32 was considered to function strongly against Purpose 3 as a result of its open, countryside character. The Parcel was considered to function weakly against Purpose 2 however, as a result of its remote location. | N/A | | | |
| G33 | Land between Valley End and Windlesham Roads Parcel G33 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up | N/A | | | |

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| | areas and historic settlements. Parcel G33 was considered to function strongly to moderately against Purposes 2 and 3 owing to the Parcel's open, countryside character and location, within a moderate gap between neighbouring settlements and Windlesham and Chobham. | | | | | |
| G34 | Land between Windlesham Road and Steep Hill Parcel G34 is 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. | N/A | | | | |
| G35 | Land to the north of Steep Hill and to the west of Windsor Road Parcel G35 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and the historic areas of identified historic settlements. Parcel G35 was considered to function strongly against Purpose 3 owing to its open, countryside character. The Parcel was however considered to function weakly against Purpose 2, owing to the Parcels location. | N/A | | | | |
| G36 | Land at Chobham Place Woods Parcel G36 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic areas of identified historic settlements. Parcel G36 was considered to function strongly against Purpose 3 owing to its open, countryside character. The Parcel was however considered to function weakly against Purpose 2, owing to the Parcels location. | N/A | | | | |
| G37 | Land to the south of the Windlesham Road and to the west of the Windsor Road Parcel G37 is 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. As a result of significant variation in respect of the degree to which land within Parcel G37 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G37a was considered to function moderately to strongly against Purposes 2 and 3. Owing to its developed character, Parcel G37b was considered to have very limited function against Purposes 2 and 3, with development compromising openness along key routes between settlements. | G37a | | | | |
| | | G37b | | | | |
| G38 | Land south of the Bourne, west of the High Street and east of Halebourne Lane Parcel G38 is not considered to function against Purpose 1, owing to its distance from identified large built-up areas and historic settlements. The Parcel is 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. | N/A | | | | |

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| G39 | Land between Clappers Lane and Bagshot Road Parcel G39 is 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 partly developed character, Parcel G39 was considered to function weakly against Purpose 2 and 3, compromising openness along key routes between settlements. | N/A | | | | |
| G40 | Land between Bagshot Road and Pennypot Lane Parcel G40 is 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. | N/A | | | | |
| G41 | Land to the south of the M3 and to the east of Windsor Road Parcel G41 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G41 was considered to function strongly against Purpose 3 as a result of its open, countryside character. However, owing to the remote location of the Parcel, it was considered that the Parcel makes only a weak contribution to Purpose 2. | N/A | | | | |
| G42 | Land to the east of Windsor Road and north of Gracious Pond Road/Red Lion Road Parcel G42 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. Similarly, as a result of the Parcel's location, the function of the Parcel against Purpose 2 is considered to be weak. As a result of significant variation in respect of the degree to which land within Parcel G42 fulfilled Purpose 3, the Parcel was subdivided for assessment purposes. Parcel G42a was considered to function strongly against Purpose 3. Owing to its generally developed character, Parcel G42b was considered to function weakly against Purpose 3. | G42a | | | | |
| | | G42b | | | | |
| 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. | N/A | | | | |
| 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. | N/A | | | | |

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| G45 | Land West of Mincing Lane and south of Red Lion Road Parcel G45 includes part of the defined settlement area of Chobham, however the Parcel is removed from the historic core of the settlement and there is no appreciable inter-visibility between the Parcel and the historic environment, with a notable degree of more modern development between the Parcel and the historic core. As such it is not considered that the Parcel has any significant impact upon the setting or special character of the settlement. | G45a | | | | |
| | | G45b | | | | |
| G46 | Land between Mincing Lane and Brookleys Parcel G46 is 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. | N/A | | | | |
| G47 | Land south of Gracious Pond Road Parcel G47 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 areas of Chobham. As a result of significant variation in respect of the degree to which land within Parcel G47 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G47a 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. 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. Parcel 2 and 3. Owing to its developed character, Parcel G47b was considered to function weakly, compromising openness along key routes between settlements. | G47a | | | | |
| | | G47b | | | | |
| G48 | Land to the south of Chertsey Road and north of the Mill Bourne Parcel G48 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 areas of Chobham. As a result of significant variation in respect of the degree to which land within Parcel G48 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G48a was considered to have no function against Purposes 2 and 3 as a result of its extensively developed character. Parcel G48b 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. | G48a | | | | |
| | | G48b | | | | |
| G49 | Land south of Old Chertsey Road Parcel G49 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 areas of Chobham. Parcel G49 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 | N/A | | | | |

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| | in some areas. | | | | | |
| G50 | <p>Land north of Chertsey Road and south of Stonehill Road</p> <p>Parcel G50 is 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.</p> | N/A | | | | |
| G51 | <p>Land south of Chertsey Road and west of Philpot Lane</p> <p>Parcel G51 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Parcel G51 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 particularly between Chobham and Ottershaw, which has been undermined in some areas.</p> | N/A | | | | |
| G52 | <p>Land to the south of Chertsey Road and to the east of Philpot Lane</p> <p>Parcel G52 is 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. Parcels G52a and G52b were considered to function moderately to strongly against Purposes 2 and 3 owing to their open, countryside character and the contribution the Parcels make to preventing development in the gap particularly between Chobham and Ottershaw, which has been undermined in some areas. Owing to its developed character, Parcel G52b was considered to function weakly against Purposes 2 and 3, compromising openness along key routes between settlements.</p> | G52a | | | | |
| | | G52b | | | | |
| | | G52c | | | | |
| G53 | <p>Land to the east of Chobham and to the north of Station Road</p> <p>Parcel G53 is 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. As a result of significant variation in respect of the degree to which land within Parcel G53 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. 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. 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.</p> | G53a | | | | |
| | | G53b | | | | |

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| G54 | Land between Station Road and Sandpit Hall Road Parcel G54 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 was considered to function moderately to prevent development that would result in the merging of settlements at Chobham and Woking, which are linked in this location by Station Road. As a result of significant variation in respect of the degree to which land within Parcel G54 fulfilled Purpose 3, the Parcel was subdivided for assessment purposes. Parcel G54a was considered to function strongly against Purpose 3, whilst Parcel G54b was considered to function weakly as a result of prevalent residential development. | G54a | | | | |
| | | G54b | | | | |
| G55 | Land southeast of Philpot Lane Parcel G55 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements and identified historic settlements. The Parcel was also considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Woking. As a result of significant variation in respect of the degree to which land within Parcel G55 fulfilled Purpose 3, the Parcel was subdivided for assessment purposes. Parcel G55a was considered to function strongly as a result of its undeveloped countryside character and Parcel G55b was considered to function weakly against Purpose 3, containing a significant amount of residential development. | G55a | | | | |
| | | G55b | | | | |
| G56 | Land south west of Station Road Parcel G56 is 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. | N/A | | | | |
| G57 | Land to the south east of Castle Grove Road and to the north of Chobham Lakes Parcel G57 is 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 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 is 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. | N/A | | | | |
| G58 | Land to the south of Vicarage Road and to the west of the High Street Chobham Parcel G58 is not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. As a result of significant variation in respect of the degree to which land within Parcel G58 fulfilled the remainder | G58a | | | | |

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| | of the Green Belt Purposes, the Parcel was subdivided for assessment purposes. 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. Parcel G58b is not considered to function against the remaining three Purposes of the Green Belt, owing to its developed characteristics. | G58b | | | | |
| G59 | Land to the north west of Castle Grove Road Parcel G59 is not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. As a result of significant variation in respect of the degree to which land within Parcel G59 fulfilled the remainder of the Green Belt Purposes, the Parcel was subdivided for assessment purposes. 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. Parcel G58b is not considered to function against Purposes 2 and 4 and is considered to function only weakly against Purpose 3 as a result of its developed characteristics. | G59a | | | | |
| | | G59b | | | | |
| G60 | Land to the south of Pennypot Lane and west of Lovelands Lane Parcel G60 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. | N/A | | | | |
| G61 | Land between The Bourne and Scotts Grove Road Parcel G61 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. | N/A | | | | |
| 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. | N/A | | | | |
| G63 | Land to the 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 | N/A | | | | |

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| | result of its open, countryside character and the role played by the Parcel in preventing development within the gap between Chobham and West End. | | | | | |
| 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. | N/A | | | | |
| G65 | Land to the east of the A322 Guildford Road and north of Church Lane Parcel G65 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. | N/A | | | | |
| 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. | N/A | | | | |
| G67 | Land to the north and west of the settlement area of Bisley Parcel G67 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. As a result of significant variation in respect of the degree to which land within Parcel G67 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. As a result of its strong countryside character and the role played by the Parcel in preventing development that would result in the merging of settlements at West End and Bisley, Parcel G67a was considered to function strongly against Purposes 2 and 3. Conversely, owing to the developed nature of Parcel G67b, this Parcel was considered to have no function against these Purposes. Parcel G67c was considered to function weakly to moderately against Purposes 2 and 3. | G67a | | | | |
| | | G67b | | | | |
| | | G67c | | | | |
| 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. | N/A | | | | |

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| G69 | <p>Land between Lucas Green Road and Guildford Road</p> <p>Parcel G69 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 Purpose 3 as a result of its open, countryside character, but only weakly against Purpose 2, as a result of the influence of nearby development.</p> | N/A | | | | |
| G70 | <p>Land to the north of Lucas Green Road</p> <p>Parcel G70 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 well to preventing development that would result in the merging of settlements along the course of the A322, at West End and Bisley, however as a result of significant variation in respect of the degree to which land within Parcel G70 fulfilled Purpose 3, the Parcel was subdivided for the purposes of the Purpose 3 assessment, with Parcel G70a considered to exhibit an open countryside character and Parcel G70b identified as having been undermined by development.</p> | G70a | | | | |
| | | G70b | | | | |
| G71 | <p>Land to the west of Guildford Road and the settlement area of West End</p> <p>Parcel G71 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 Lightwater, Bisley and West End.</p> | N/A | | | | |

| Countryside Land Parcels | | | | | | |
|--------------------------|---|------------|----|----|----|----|
| Parcel | Summary | Sub-Parcel | P1 | P2 | P3 | P4 |
| C1 | Land to the north of the A30 London Road and to the west of the A322 Bracknell Road Parcel C1 is considered to function strongly against all Purposes of the Green Belt, owing to its open, countryside character, the role the Parcel plays in preventing development within a narrow gap between Bagshot and Camberley and Frimley and checking urban sprawl from Camberley and Frimley. The Parcel's countryside character also contributes to the setting of the Bagshot Church Road Conservation Area. | N/A | | | | |
| C2 | Land to the north of the A30 London Road and to the south of Upper College Ride Parcel C2 is considered to function to constrain the sprawl of Frimley and Camberley but, owing to its location, is not considered to play any appreciable role in respect of Purposes 2 and 4. Despite being surrounded by settlement on three sides, the wooded Parcel exhibits a strong, countryside character. | N/A | | | | |
| C3 | Land at the Royal Military Academy Parcel C3 is considered to function strongly to constrain the sprawl of Frimley and Camberley and plays a moderate role in preventing development that would result in the further merging of settlements at Camberley and Sandhurst. The open countryside character of the Parcel is compromised to a degree by development scattered throughout the Parcel and as a result of the Parcel's location in relation to identified historic settlements, the Parcel is not considered to function against Purpose 4. | N/A | | | | |
| C4 | Land to the north west of Riverside Way Parcel C4 is not considered to function against Purpose 4, owing to its distance from identified historic settlements and is considered to function only weakly against Purpose 1, as a result of the diffuse nature of the boundary between the Parcel and the large built up area of Camberley and Frimley. Parcel C4 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 otherwise lead to the merging of Hawley/Blackwater and Camberley and Frimley. | N/A | | | | |
| C5 | Land to the South East of Riverside Way Parcel C5 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C5 is 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 otherwise lead to the merging of Hawley/Blackwater and Camberley and Frimley. The Parcel provides the nearest zone of constraint to the expansion of Camberley and Frimley; whilst there are no permanent features defining the boundary between the two areas, features within the Parcel have demonstrably contained sprawl from the neighbouring area. | N/A | | | | |

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| C6 | <p>Land north west of Junction 4 of the M3 Motorway</p> <p>Parcel C6 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C6 is otherwise considered to function strongly against Purposes 1, 2 and 3, owing to its open character, capacity to prevent development that would otherwise lead to the merging of Farnborough and Camberley and Frimley and location, providing the nearest zone of constraint to the expansion of Farnborough.</p> | N/A | | | | |
| C7 | <p>Land between the A331 and the Ascot to Guildford railway line</p> <p>Parcel C7 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C7 is otherwise considered to function strongly against Purposes 1, 2 and 3, owing to its open character, capacity to prevent development that would otherwise lead to the merging of Farnborough and Camberley and Frimley and location, providing the nearest zone of constraint to the expansion of Camberley and Frimley.</p> | N/A | | | | |
| C8 | <p>Land to the south of Junction 4 of the M3 Motorway</p> <p>Parcel C8 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C8 is otherwise considered to function strongly against Purpose 1, providing the nearest zone of constraint to the expansion of Camberley and Frimley and weakly against Purposes 2 and 3, owing to the impact of development within and surrounding the Parcel.</p> | N/A | | | | |
| C9 | <p>Land to the south west of the Ascot to Guildford railway line and to the south east of the A325</p> <p>Parcel C9 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C9 is otherwise considered to function strongly against Purpose 1, providing the nearest zone of constraint to the expansion of Camberley and Frimley and weakly against Purposes 2 and 3, owing to the impact of development surrounding the Parcel.</p> | N/A | | | | |
| C10 | <p>Land to the east of the River Blackwater and to the north of the South West main line</p> <p>Parcel C10 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C10 is otherwise considered to function strongly against Purposes 1, 2 and 3, providing the nearest zone of constraint to the expansion of Camberley and Frimley, preventing the merging of Camberley and Frimley with Farnborough and exhibiting an open, countryside character.</p> | N/A | | | | |
| C11 | <p>Land at Sturt Chord</p> <p>Parcel C11 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C11 is otherwise considered to function moderately to weakly against Purposes 1, 2 and 3. The Parcel does provide the nearest zone of constraint to the expansion of Camberley and Frimley, but as a result of its location, it has little capacity to prevent the merging of settlements and its open character is detrimentally influenced by surrounding development.</p> | N/A | | | | |

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| C12 | Land at the Blackwater Valley Route to the south of the South West main line Parcel C12 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C12 is otherwise considered to function moderately to weakly against Purposes 1, 2 and 3. The Parcel does provide the nearest zone of constraint to the expansion of Farnborough and Aldershot, but as a result of its character, it has little capacity to prevent the merging of settlements and its open character is detrimentally influenced by development within and surrounding the Parcel . | N/A | | | | |
| C13 | Land to the north of Hamesmoor Road and to the south of the South West main line Parcel C13 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Parcel C13 is otherwise considered to function weakly against Purpose 2 with development outside the Parcel influencing the role the Parcel is capable of playing to prevent neighbouring settlements from merging, despite its strong, open character. | N/A | | | | |
| C14 | Land to the west of Sturt Road, Mytchett Parcel C14 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. As a result of its largely developed character, the Parcel is considered to function weakly against Purposes 1, 2 and 3. | N/A | | | | |
| C15 | Land between the North Downs Line and the A331 Blackwater Valley Route Parcel C15 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is considered to play an important role in ensuring the boundary between the countryside and Farnborough and Aldershot can be clearly understood and the Parcel functions well to prevent development that would result in the merging of Mytchett and Farnborough/Aldershot. Urbanising influence from surrounding land compromises the otherwise strong, countryside character of the Parcel to a small degree. | N/A | | | | |
| C16 | Land to the east of the A331 Blackwater Valley Road and to the west of Mytchett Parcel C16 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built up areas and historic settlements. Land within the Parcel is considered to function in a weak to moderate way in respect of Purposes 2 and 3, with development within the Parcel limiting the capacity of the Parcel to contribute towards these purposes. | N/A | | | | |
| C17 | Land south of the South West main line and to the north of the Guildford Road Parcel C17 is not considered to function against Purpose 4, owing to its spatial relationship with historic settlements. Land within the Parcel is considered to function weakly to moderately against Purposes 1 and 3, owing to the presence of development within the Parcel. The Parcel is considered to function strongly against Purpose 2, on balance. | N/A | | | | |
| C18 | Land at Frimley Lodge Park | N/A | | | | |

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| | Parcel C18 is not considered to function against Purpose 4, owing to its spatial relationship with historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Green Belt Purposes as a result of its strong countryside character and the role played in both constraining the sprawl of Frimley and Camberley and in preventing the merging of settlements at Frimley Green and Mytchett. | | | | | |
| C19 | Land between the Basingstoke Canal and Mytchett Place Road Parcel C19 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of Purpose 3 as a result of its strong countryside character, but weakly against Purpose 2, the Parcel falling within a broad gap between settlements. | N/A | | | | |
| C20 | Land to the south of Mytchett Lake Road Parcel C20 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of Purpose 3 as a result of its strong countryside character, but weakly against Purpose 2, the Parcel falling within a broad gap between settlements. | N/A | | | | |
| C21 | Land to the south of Guildford Road and to the east of Basingstoke Canal Parcel C21 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function moderately to strongly in respect of Purposes 1, 2 and 3 as a result of its strong countryside character, relationship with the large built up area of Frimley and Camberley and the role played by the Parcel in prevent development that would otherwise lead to the erosion of the gap between Deepcut and Mytchett/Frimley. | N/A | | | | |
| C22 | Land to the south of the A30 London Road between Camberley and Bagshot Parcel C22 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function moderately to strongly in respect of Purposes 1 and 2, as a result of the relationship between the Parcel and both the large built up area of Camberley and Frimley and Bagshot. As a result of development located within the north easternmost part of the Parcel, the Parcel was considered to function weakly in respect of Purpose 3. | N/A | | | | |
| C23 | Land to the north of the M3 and to the east of the Maultway Parcel C23 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Purposes as a result of its location and strong countryside character. | N/A | | | | |
| C24 | Land to the east of the Maultway and to the south of the M3 Motorway | N/A | | | | |

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| | Parcel C24 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Purposes as a result of its location and strong countryside character. | | | | | |
| C25 | Land to the south of the Red Road and to the west of the A322 Guildford Road Parcel C25 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 Lightwater and West End. | N/A | | | | |
| C26 | Land to the east of the Maultway and south of the Red Road Parcel C26 is not considered to function against Purpose 4 of the Green Belt owing to its spatial relationship with identified historic settlements. As a result of significant variation in respect of the degree to which land within Parcel C26 fulfilled all other Purposes, the Parcel was subdivided. Parcel C26a was considered to function strongly against Purposes 1, 2 and 3 as a result of its open, countryside character, relationship with the large built up area of Frimley and Camberley and the role played by the Parcel in preventing development that would result in the merging of settlements at Lightwater and West End and Camberley and Lightwater and Deepcut. Parcel C26b was considered to have no function in respect of Purpose 1 and function weakly against Purposes 2 and 3, owing to its developed character. | C26a | | | | |
| | | C26b | | | | |
| C27 | Land to the west of Deepcut Bridge Road Parcel C27 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Purposes as a result of its location and strong countryside character. | N/A | | | | |
| C28 | Land north west of the junction between Lake Road and Deepcut Bridge Road Parcel C28 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 moderately against Purposes 2 and 3, with the Parcel generally exhibiting the characteristics of the Countryside and playing a role in preventing development that would result in the merging of settlements at Deepcut and Mytchett. | N/A | | | | |
| C29 | Land south of Lake Road Parcel C29 is not considered to function against Purpose 4 owing to its spatial relationship with historic settlements. In respect of Purpose 1, the Parcel is recognised as being adjacent to the large built up area of Frimley and Camberley however the point at which the two areas meet is generally diffuse in character, warranting a weak rating. The Parcel is considered to function moderately to strongly in respect of Purposes 2 and 3, owing to the role played by the Parcel in preventing development that would result in the merging of settlements at Deepcut and Mytchett/Frimley Green and its | N/A | | | | |

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| | relatively open countryside character. | | | | |
| C30 | <p>Land to the west of Deepcut Bridge Road and to the south of the Basingstoke Canal</p> <p>Parcel C30 is not considered to function against Purpose 4 owing to its spatial relationship with historic settlements. In respect of Purpose 1, the Parcel is recognised as providing a strong zone of constraint to the sprawl of Frimley and Camberley. The Parcel is considered to function moderately in respect of Purposes 2 and 3, owing to the role played by the Parcel in preventing development that would result in the merging of settlements at Deepcut and Mytchett/Frimley Green and its relatively open countryside character.</p> | N/A | | | |
| C31 | <p>Land to the north of Guildford Road and to the west of Deepcut Bridge Road</p> <p>Parcel C31 is not considered to function against Purpose 4 owing to its spatial relationship with historic settlements. In respect of Purpose 1, the Parcel is recognised as providing a strong zone of constraint to the sprawl of Frimley and Camberley. The Parcel is also considered to function strongly in respect of Purpose 3, owing to the Parcel's strong countryside character. A moderate rating was favoured for Purpose 2, as a result of the role played by the Parcel to prevent the merging of settlements at Deepcut and Frimley Green/Mytchett.</p> | N/A | | | |
| C32 | <p>Land to the south of Basingstoke Canal and to the east of Deepcut Bridge Road</p> <p>Parcel C32 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 moderately against Purpose 2 by playing a role in preventing development that would result in the merging of settlements at Deepcut and Frimley Green/Mytchett. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3.</p> | N/A | | | |
| C33 | <p>Land to the north of Guildford Road and to the east of Deepcut Bridge Road</p> <p>Parcel C33 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 moderately against Purpose 2 by playing a role in preventing development that would result in the merging of settlements at Deepcut and Frimley Green/Mytchett. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3.</p> | N/A | | | |
| C34 | <p>Windlesham Reserve Site (Heathpark Drive)</p> <p>Parcel C34 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 moderately against Purpose 2 by playing a role in preventing development that would result in the merging of settlements at Windlesham and Chobham. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3.</p> | N/A | | | |
| C35 | <p>West End Reserve Site (Benner Lane)</p> <p>Parcel C35 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 moderately against Purpose 2 by playing a</p> | N/A | | | |

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| | role in preventing development that would result in the merging of settlements at West End and Chobham. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3. | | | | | |
| C36 | <p>West End Reserve Site (Kings Road)</p> <p>Parcel C36 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 weakly against Purpose 2 as a result of the character and location of the Parcel. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3.</p> | N/A | | | | |

Annex 5: Land Parcel Pro Formas

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| Reference | G1 | |
| Name | Land to the north of London Road and to the east of Sunninghill Road | |
| Description | Parcel G1 is situated within the north of the Borough, with its northernmost boundary defined by a small river. The Parcel comprises areas of woodland and pastoral fields fragmented by three extensive garden centre complexes in addition to dispersed large, often detached residential dwellings set within large plots. | |
| Area Size | 97.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G1 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G1 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Parcel G1a is considered to play a very strong role in preventing development that would result in the merging of settlements at Windlesham (Snows Ride) and Sunningdale and Windlesham (Snows Ride) and Sunninghill/South Ascot. The Parcel falls within a relatively narrow gap between the settlements and provides a well wooded break between them, limiting long range visibility in the vicinity of the interconnecting road, the A30. In the case of the gap between Windlesham (Snows Ride) and Sunningdale, the heavily wooded character of Parcel G1a also functions relatively effectively to limit screen development in Parcel G1b, which would otherwise have a broader, detrimental impact upon the perception of the gap between the settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap between the settlements. | |
| | Land within Parcel G1b is considered to play a limited role in preventing the merging or erosion of the visual or physical gap between settlements. Development within the Parcel already erodes this part of the gap between Windlesham (Snows Ride) and its neighbouring settlements (particularly at Sunningdale). | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G1 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Parcel G1a is considered to possess the characteristics of the countryside and exhibits a significant degree of openness, comprising areas of woodland and pastoral fields with limited dispersed residential development. Any urbanising influence arising from garden centre complexes within Parcel G1b is generally limited as a result of the generally wooded character of the Parcel. | |

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| | Parcel G1b exhibits some, limited characteristics of the countryside, however urbanising features are prevalent and the openness of the Parcel is compromised by extensive built form and hardstanding associated with a number of garden centre complexes, which in one instance accommodates commercial outlets unexpected within a traditional nursery or garden centre complex. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G1 is 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 G1 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G1a was considered to function strongly against Purposes 2 and 3. Owing to its developed character, Parcel G1b was considered to function weakly, compromising openness along key routes between settlements. | |

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| Reference | G2 | |
| Name | Land north of London Road and west of Sunninghill Road | |
| Description | Parcel G2 is situated within the north of the Borough, with its northernmost boundary defined by the Borough boundary. The Parcel comprises an extensive garden centre complex and research and development campus, together with dispersed large, detached residential dwellings generally set within extensive plots. The remainder of the Parcel is extensively wooded with some, small pastoral fields. | |
| Area Size | 63.33ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G2 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G2 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Land within Parcel G2a is considered to play a limited role in preventing the merging or erosion of the visual or physical gap between settlements. Development within the Parcel already erodes this part of the gap between Windlesham (Snows Ride) and its neighbouring settlements (particularly at Bagshot). Trees provide some screening of development within the Parcel however. | |
| | Parcel G2b is considered to play a very strong role in preventing development that would result in the merging of settlements at Windlesham (Snows Ride) and Bagshot. The Parcel falls within a relatively narrow gap between the settlements and provides a well wooded break between them, limiting long range visibility in the vicinity of the interconnecting road, the A30. The heavily wooded character of Parcel G2b also functions relatively effectively to screen development in Parcel G1b, which would otherwise have a broader, detrimental impact upon the perception of the gap between the settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G2 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 3. Parcel G2a exhibits some, limited characteristics of the countryside, however urbanising features, including a large commercial garden centre complex, are well-developed beyond the scale and character of nursery development that would normally be expected in the countryside. A neighbouring 1-2 storey research and development campus has a sprawling character and is of a significant scale. Both features compromise the openness of the Parcel in this location. | |
| | Parcel G2b possesses the characteristics of the countryside and exhibits a significant degree of openness. The heavily wooded Parcel accommodates limited, dispersed residential development not unexpected within a countryside location. There are no urbanising features within the Parcel and there is no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |

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| Summary | Parcel G2 is 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 G2 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G2b was considered to function strongly against Purposes 2 and 3. Owing to its developed character, Parcel G2a was considered to function weakly, compromising openness along key routes between settlements. | |
| Other comments | <p>Parcel G2 falls at the periphery of the Borough and the northern boundary of the Parcel is artificially defined by the Borough boundary. Were the northern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel G2 would incorporate land within Bracknell Forest and the Royal Borough of Windsor and Maidenhead (RBWM). For this reason, the findings of this Study are cross-referenced against the findings of the Bracknell Forest Borough Council and Wokingham Borough Council Green Belt Review 2016 and the RBWM Green Belt Purposes Study 2013 as these studies provide a comprehensive review of all Green Belt land within the adjoining Boroughs. Land within RBWM that is associated with Parcel G2 classified under the terms of the RBWM study as making a generally limited contribution to Purposes 1 and 4, but makes a slightly more effective contribution towards Purposes 2 and 3. This assessment broadly echoes the findings of the Surrey Heath assessment for Parcel G2 in respect of Purposes 1, 2 and 4; however for Purpose 1 this would appear to be more by chance than common judgement, with the RBWM approach to this Purpose identifying a broader range of settlements as 'large built up areas' than by the Surrey Heath study, and with the RBWM study identifying land closest to such areas as least important to Purpose 1. For Purpose 3, land within the RBWM is considered to function more effectively than part of the land in Surrey Heath. This may be attributable to the differences in character of land in each Borough. Bracknell Forest identifies land within the neighbouring Borough that is adjacent to Parcel G2 as ref. 'B24'. The adjacent land is classified under the terms of the Bracknell Forest study as making a contribution to Purposes 1 and 3, but only a limited contribution towards Purposes 2 and 4. In respect of Purpose 1, the notable difference in findings between the two studies reflects a clear difference in approach as to what constitutes a large-built up area (Bracknell Forest identify South Ascot as a large-built up area, whereas Surrey Heath has not). Similarly, in respect of Purpose 2 it is noted that the Bracknell Forest study does not recognise any settlements within Surrey Heath to be towns, at variance to the Surrey Heath approach. Both studies adopt a similar approach to assessing Purpose 3 however differentiation in this respect reflects the very different qualities of the Land Parcels in each Borough. Both studies arrive at a similar conclusion in respect of Purpose 4, with the Bracknell study commenting that the Parcel is remote from historic areas.</p> | |

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| Reference | G3 | |
| Name | Land to the east of the A322 Bracknell Road and to the west of the Ascot to Guildford Railway Line | |
| Description | Parcel G3 is situated within the north of the Borough, with its northernmost boundary defined by the Borough boundary. The Parcel contains an extensive paddock; within the east of the Parcel bordering the A322 Bracknell Road, low density residential development is located, set within a wooded environment. | |
| Area Size | 40.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G3 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G3 is considered to play a very strong role in preventing development that would result in the merging of settlements. The Parcel falls within a narrow gap between settlements between Windlesham (Snows Ride) and Bagshot. The heavily wooded character of Parcel G3 functions relatively effectively to limit inter-visibility between the settlements and screens development in Parcel G2, which already has some effect upon the sense of the gap between the settlements but would otherwise have a broader, detrimental impact upon the perception of the gap between Windlesham (Snows Ride) and Bagshot. Loss of openness would be likely to significantly undermine the actual and experienced gap between the settlements.</p> <p>The Parcel is also considered to play a role in preventing development within a moderate gap between settlements at Bagshot and South Ascot. However, adjacent to Parcel G3, development in Parcel G2 is prominent and has some existing impact upon the perception of the gap; given its character, this partly inhibits the ability of Parcel G3 to contribute significantly to the sense of the gap.</p> <p>The Parcel is also noted to play a secondary, role in preventing development with a gap between Windlesham (Snows Ride) and Bagshot with Bracknell, which are linked by the A322 Bracknell Road; however this gap is very broad.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel generally possesses the characteristics of the countryside. Development consisting of a small strip of low density residential development of medium sized houses (some of which are in a cul de sac formation) is situated to the west of the Parcel and can be considered as small-scale urbanising development which compromises openness on a localised basis. There is some limited sense of urbanising influence from neighbouring land, with the small Parcel bound to both the east and west by major transport corridors. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting or contribute to the special character of any historic town. | |

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| Summary | Parcel G3 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G3 was considered to function strongly against Purpose 2 as a result of the role played by the Parcel in separating Bagshot and Windlesham (Snows Ride). Residential development along the A322 on balance led to the conclusion that the Parcel was considered to function moderately (rather than strongly) against Purpose 3. | |
| Other comments | <p>Parcel G3 falls at the periphery of the Borough and the northern boundary of the Parcel is artificially defined by the Borough boundary. Were the northern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of Land Parcels rigidly applied, Parcel G3 would incorporate land within Bracknell Forest and the Royal Borough of Windsor and Maidenhead (RBWM). For this reason, the findings of this Study are cross-referenced against the findings of the Bracknell Forest Borough Council and Wokingham Borough Council Green Belt Review 2016 and the RBWM Green Belt Purposes Study 2013 as these studies provide a comprehensive review of all Green Belt land within the adjoining Boroughs. Land within the RBWM that is associated with Parcel G3 classified under the terms of the RBWM study as making a generally limited contribution to Purposes 1 and 4, but makes a more effective contribution towards Purposes 2 and 3. This assessment broadly echoes the findings of the Surrey Heath assessment for Parcel G3; however for Purposes 1 and 3 this would appear to be more by chance than common judgement, with the RBWM approach to these Purposes markedly different from the Surrey Heath approach (for Purpose 1 a broader range of settlements are identified as 'large built up areas' than by the Surrey Heath study, with the RBWM study identifying land closest to such areas as least important to Purpose 1; for Purpose 3, built form is not considered by the RBWM study, with focus taken instead on how each area functions as countryside). Bracknell Forest identifies land within the neighbouring Borough that is adjacent to Parcel G3 as ref. 'B23'. The adjacent land is classified under the terms of the Bracknell Forest study as making a contribution to Purposes 1 and 3, but only a limited contribution towards Purposes 2 and 4. In respect of Purpose 1, the notable difference in findings between the two studies reflects a clear difference in approach as to what constitutes a large-built up area (Bracknell Forest identify Ascot as a large-built up area, whereas Surrey Heath has not). Similarly, in respect of Purpose 2 it is noted that the Bracknell Forest study does not recognise any settlements within Surrey Heath to be towns, at variance to the Surrey Heath approach. Both studies adopt a similar approach to assessing Purpose 3, arriving at similar conclusions. Both studies arrive at a similar conclusion in respect of Purpose 4, with the Bracknell study commenting that the Parcel is remote from historic areas.</p> | |

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| Reference | G4 | |
| Name | Land at Grove End | |
| Description | Parcel G4 is a small area bound by moderate to major transport infrastructure on all sides. The Parcel principally contains pastoral fields with small wooded areas, in addition to limited residential development, comprising medium sized detached residential dwellings set within modest plots. | |
| Area Size | 9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G4 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G4 is considered to play very strong role in preventing development that would result in the merging of settlements at Windlesham (Snows Ride) and Bagshot. The wooded character of Parcel G4 functions relatively effectively to limit inter-visibility between the settlements across a relatively narrow gap. This is particularly important, given that the overall sense of the gap between the settlements is already affected by development in Parcel G2. Loss of openness would be likely to significantly undermine the actual or experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising pastoral fields and pockets of woodland. Development is limited to dispersed residential dwellings as expected in the countryside. Although there is some sense of urbanising influence arising from the highway infrastructure encircling the Parcel, it is not considered that this significantly affects the otherwise strong function of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Despite its proximity to Bagshot, the Land Parcel is not considered to form part of the setting or contribute to the special character of the historic settlement, given the absence of inter-visibility between the Parcel and the settlement's historic core. | |
| Summary | Parcel G4 is 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, countryside character and the role played by the Parcel in preventing development that would result in the merging of Windlesham (Snows Ride) and Bagshot. | |

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| Reference | G5 | |
| Name | Land south of London Road, east of Bracknell Road and west of School Road | |
| Description | Parcel G5 is bound to the east by School Road, to the west by the A322 Bracknell Road and to the north by the A30 London Road. The relatively low lying Parcel comprises a golf course and dispersed residential development, with a school complex and small industrial estate located to the north western part of the Parcel. Lines of trees within the golf course and along transports routes generally obscure surrounding settlements and most roads. | |
| Area Size | 120.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G5 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G5 is considered to play a very strong role in preventing development that would result in the merging of settlements. The Parcel falls within a narrow gap between settlements between Windlesham (Snows Ride) and Bagshot. The character of Parcel G5 (which provides lines of trees within the golf course and along transports routes) functions relatively effectively to limit inter-visibility between the settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap between the settlements.</p> <p>The Parcel is also considered to play a role in preventing development within a narrow gap between the two Windlesham settlements, however in this instance, the performance of the Parcel is slightly undermined by very consistent ribbon development to the adjacent side of the highway. This is considered to limit the degree to which Parcel G5 can contribute to this settlement gap.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | <p>A commercial site with a cumulative area of approximately 1.1ha does introduce an urbanising feature into the Parcel, although it is recognised that the urbanising development is localised and the impact of the development upon the openness of the wider countryside is limited; as such this development is not considered to undermine the strong function of the Parcel overall. The remainder of the Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness.</p> <p>Notwithstanding a club building serving the golf course, development is limited to disperse residential development and a residential school not unexpected within the countryside. There is no notable other urbanising development. There is little or no sense of urbanising influence from neighbouring land.</p> | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G5 is 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. | |

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| Reference | G6 | |
| Name | Land to the south of New Road and north of the M3 | |
| Description | Parcel G6 is situated to the south west of the settlement of Windlesham, to the north of the M3. The Parcel consists of pastoral farmland with wooded areas, lightly undulating in places. Scattered farmsteads, paddocks and nurseries are also present, alongside dispersed or small, low density groups of dwellings. A highways compound is situated within the Parcel but has not been considered as part of the assessment, as this relates to a temporary use. | |
| Area Size | 82.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G6 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Windlesham and Bagshot and between Windlesham and Lightwater. The Parcel falls within a narrow to moderate gap between settlements and provides a strong visual break between them, particularly when perceived from New Road (linking Bagshot and Windlesham) and from rural footpaths linking Windlesham and Lightwater. Loss of openness would not necessarily compromise the overall gap between the settlements in this location, however given the relatively open character of the gap and the narrow to moderate size of the gap, the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, comprising pastoral farmland with dispersed wooded areas and scattered farmsteads, paddocks, nurseries and small low density groups of dwellings not unexpected within the countryside. There is little notable sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Despite its proximity to Bagshot, the Land Parcel is not considered to form part of the setting or contribute to the special character of the historic settlement, given the absence of inter-visibility between the Parcel and the settlement's historic core. | |
| Summary | 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. | |

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| Reference | G7 | |
| Name | Land to the north east of Junction 3 of the M3 Motorway | |
| Description | Parcel G7 is situated to the north east of Junction 3 of the M3 Motorway. The Parcel consists of pastoral fields with some wooded areas. A waste and recycling centre is also situated within the Parcel, together with a Gypsy and Traveller Site. | |
| Area Size | 34.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G7 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at Windlesham and Bagshot. The Parcel falls within a moderate gap between the settlements and generally provides a strong visual break between them. The Parcel does however accommodate a Gypsy site and a waste recycling centre, set centrally to the gap, which does have some minor impact upon the perception of the gap, particularly when experienced from public rights of way. Given the limited gap and the influence of existing development, it is considered that any further loss of openness would be likely to significantly undermine the actual and experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | A waste and recycling centre and Gypsy and Traveller site with a cumulative area of approximately 1.6ha does introduce an urbanising feature into the Parcel, although it is recognised that the urbanising development is localised and the impact of the development upon the openness of the wider countryside is limited by the low height of the built form and partly wooded landscape. The majority of the Parcel exhibits the characteristics of the countryside, comprising open, pastoral fields with small blocks of woodland. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Despite its proximity to Bagshot, the Land Parcel is not considered to form part of the setting or contribute to the special character of the historic settlement, given the absence of inter-visibility between the Parcel and the settlement's historic core. | |
| Summary | Parcel G7 is 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. | |

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| Reference | G8 | |
| Name | Land to the south of Kennel Lane and west of Pound Lane | |
| Description | Parcel G8 is situated to the south of Kennel Lane, between the two Windlesham settlements. The Parcel principally comprises pastoral fields with wooded areas. Residential development situated along the course of the easternmost part of Church Road and to the south east of St John the Baptist Church. | |
| Area Size | 27.5ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G8 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G8 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Parcel G8a is considered to play a very strong role in preventing development that would result in the merging of settlements. The Parcel falls within a narrow gap between the two Windlesham settlements and provides the strongest part of the rural break between the settlements, being the least affected by ribbon development, and with wooded areas limiting long-range visibility. Loss of openness would be likely to significantly undermine the actual and experienced gap. Parcel G8a, by virtue of its location also plays a moderate role in preventing development within a moderate gap between Windlesham and Bagshot, influencing the perception of one of the principal routes between the settlements. | |
| | Land within Parcel G8b is considered to play a limited role in preventing the merging or erosion of the visual or physical gap between settlements. Development within the Parcel already erodes this part of the gap between Windlesham (Snows Ride) and its neighbouring settlement at Bagshot. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G8 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 3. Parcel G8a possesses the characteristics of the countryside and exhibits a significant degree of openness with very little development of any kind located within the Parcel. | |
| | Parcel G8b exhibits some characteristics of the countryside, however small-scale residential development of an intensity and form greater than normally expected within the open countryside is prevalent and the openness of the Parcel is compromised. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G8 is not considered to have any appreciable impact upon the setting of any historic town. | |
| Summary | Parcel G8 is 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 G8 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment | |

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| | purposes. Parcel G8a was considered to function strongly against Purposes 2 and 3. Owing to the prevalence of residential development, Parcel G8b was considered to function weakly, compromising openness along key routes between settlements. |
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| Reference | G9 | |
| Name | Land to the south east of Snows Ride and south west of Hatton Hill | |
| Description | Parcel G9 is situated to the south east of the Windlesham (Snows Ride) settlement area. Playing fields form the central aspect of the Parcel, with residential development and community uses, including a school and pre-school, adjoining the roads that define the edges of the Parcel. | |
| Area Size | 20.2ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G9 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G9 is considered to play a very limited role in preventing the merging or erosion of the actual and perceived gap between settlements. Extensive ribbon development along the roads surrounding the Parcel significantly influence the sense of the gap between the settlements of Windlesham and Windlesham (Snows Ride) in this location, with the Parcel contributing to a sense of connection between settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel exhibits some characteristics of the countryside, with the central and westernmost parts of the Parcel comprising playing and pastoral fields; however, the density of residential and other community developments to the south, east and north of the Parcel is unexpected within the countryside and is such that there is some erosion of the openness of the Green Belt in this location. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G9 is 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. | |

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| Reference | G10 | |
| Name | Land to the north east of Hatton Hill and to the south of the A30 London Road | |
| Description | Parcel G10 is situated to the east of the Windlesham (Snows Ride) settlement area and to the south of the A30 London Road. The lightly undulating Parcel comprises extensive areas of woodland, with fields to the north west. Set amidst the woodland are a mix of medium and large houses, generally enclosed by trees and evergreen shrubs. | |
| Area Size | 134.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G10 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G10 is considered to play a very strong role in preventing development that would result in the merging of settlements at Windlesham and Windlesham (Snows Ride) and Sunningdale. The Parcel falls within a narrow gap between settlements and is bordered by two key routes linking the settlements. The Parcel gives an almost entirely undeveloped character to this part of the A30 London Road, which is particularly valuable given that the gap is already partly eroded by development in Parcel G1b. Although there is a notable degree of ribbon development within the Parcel along Westwood Road (which connects the settlements), the heavily Wooded and undulating character of the Parcel limits the impact of the development. Loss of openness in the Parcel, particularly in the vicinity of the A30 London Road would be likely to significantly undermine the actual and experienced gap. The Parcel is also considered to play a role in preventing development within a narrow gap between the two Windlesham settlements. Whilst there is a notable degree of ribbon development within the Parcel along Hatton Hill, the impact of this is generally limited, owing to the heavily wooded character of the Parcel; however in this instance, the gap is slightly undermined by very consistent ribbon development to the adjacent side of the highway. This is considered to limit the degree to which Parcel G10 can contribute to this settlement gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel generally exhibits the characteristics of the countryside, comprising fields and extensive wooded areas. However, the Parcel also exhibits somewhat of a settled appearance, with residential development being of an intensity slightly greater than would usually be expected within the countryside. The proliferation of residential development in this location has a slightly urbanising influence upon the Green Belt. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G10 is not considered to have any appreciable impact upon the setting of any historic town. | |
| Summary | Parcel G10 is 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. | |

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| Reference | G11 | |
| Name | Land to the north of Chertsey Road and west of Chobham Road | |
| Description | Land Parcel G11 is an extensive Parcel, adjoining the settlement area of Windlesham at its most westerly point. The Parcel principally comprises extensive tracts of heathland and a well-wooded golf course. The Windlesham Field of Remembrance is located to the very west of the Parcel and dispersed residential properties that are generally large, often detached and set within extensive plots are found intermittently throughout the southern and westernmost parts of the Parcel. Land levels vary across the Parcel and rise significantly to the south west. | |
| Area Size | 352.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G11 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G11 is considered to play a very strong role in preventing development that would result in the merging of settlements at Windlesham (Snows Ride) and Sunningdale and Windlesham (Snows Ride) and Sunninghill/South Ascot. The Parcel falls within a relatively narrow gap between the settlements and provides a well wooded break between them, limiting long range visibility in the vicinity of the interconnecting road, the A30. In the case of the gap between Windlesham (Snows Ride) and Sunningdale, the heavily wooded character of Parcel G1a also functions relatively effectively to limit screen development in Parcel G1b, which would otherwise have a broader, detrimental impact upon the perception of the gap between the settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap between the settlements.</p> <p>The Parcel also plays a limited role in preventing the merging of the gap between settlements within Surrey Heath and Trumps Green. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, comprising open land in recreational use, extensive tracts of heathland and dispersed residential development expected in the countryside. There is no notable urbanising development. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G11 is not considered to have any appreciable impact upon the preservation or setting of any defined historic town. | |
| Summary | Parcel G11 is 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. | |

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| Other comments: | <p>Parcel G11 falls at the periphery of the Borough and the northern boundary of this Parcel is artificially defined by the Borough boundary. Were the northern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel G11 would incorporate land within the Royal Borough of Windsor and Maidenhead (RBWM). For this reason, the findings of this Study are cross-referenced against the findings of the RBWM Green Belt Purposes Study 2013 as this study provides a comprehensive review of all Green Belt land within the Borough. Land within RBWM that is associated with Parcel G11 is classified under the terms of the RBWM study as making a generally limited contribution to Purposes 1 and 4, but makes a more effective contribution towards Purposes 2 and 3. This assessment broadly reflects the findings of the Surrey Heath assessment for Parcel G11, despite the differences in the methodologies employed by the two studies. For Purpose 3 it is notable that land within Surrey Heath is considered to function more effectively than adjoining land in RBWM, however this may reflect the significant differences in how Surrey Heath and RBWM have undertaken these the Purpose 3 Assessment (for the Surrey Heath the Purpose 3 study relates to the presence of urbanising features in addition to countryside characteristics, whereas the RBWM study examines only how each area functions as countryside).</p> |
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| Reference | G12 | |
| Name | Land to the south of the settlement area of Windlesham, between Broadway Road and Woodlands Lane | |
| Description | Parcel G12 is a small area to the southern side of Windlesham. The lightly undulating Parcel comprises pastoral fields bound by trees and hedges. Small scale residential development is situated within the westernmost part of the Parcel, close to Broadway Road. | |
| Area Size | 19.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G12 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Windlesham and Chobham and Windlesham and West End. Although the gap between these settlements is broad, Parcel G12 is one of a handful of Parcels that provides the strongest part of the rural break between the settlements, with a significant degree of ribbon development between the settlements, particularly radiating out from the settlement of Chobham, along the course of Windlesham Road and around Halebourne Lane, close to West End. This diminishes the impression of the size of the gap to a degree. Loss of openness in Parcel G12 would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall experienced gap is not undermined.</p> <p>The Parcel is considered to play a very limited role in preventing the merging of the gap between settlements at Windlesham and Lightwater. The gap itself is narrow, however ribbon development, albeit of a loose grain, projects southwards from Windlesham towards Lightwater, terminating at the M3 Motorway bridge, which is itself a successful barrier to preventing the further erosion of the gap between the settlements. Some loss of openness in this location would not be perceived as reducing the gap between settlements. The gap is of a character such that some further loss of openness is unlikely to influence the perception of the separation of settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G12 possesses the characteristics of the countryside principally comprising pastoral fields bound by trees and hedges with a significant degree of openness. Within the very west of the Parcel, residential development has an intensity and form slightly greater than normally expected within the open countryside is prevalent and does have some impact upon the openness of the Green Belt in this location, however given its scale and open grain, this development is not considered to undermine the strong function of the Parcel overall. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G12 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G12 was considered to function strongly against Purpose 3 owing to its open countryside character, but moderately against Purpose 2, owing to the location | |

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| | of the Parcel and the characteristics of the broader gap between Windlesham and Chobham and Windlesham and West End. |
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| Reference | G13 | |
| Name | Land to the south of Chertsey Road and to the west of Highams Lane | |
| Description | Land Parcel G13 is a modest Parcel adjoining the settlement area of Windlesham at its most westerly point. The lightly undulating Parcel principally comprises fragmented woodland and pastoral fields, but also accommodates a small number of dispersed residential properties that are generally moderate to large in scale, set within extensive plots and enclosed by greenery. A large 2 – 3 storey commercial complex is situated within the east of the Parcel. | |
| Area Size | 67.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G13 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Windlesham and Chobham. Although the gap between these settlements is broad, Parcel G13 is one of a handful of Parcels that provides the strongest part of the rural break between the settlements, with a significant degree of ribbon development between the settlements, particularly radiating out from the settlement of Chobham, along the course of Windlesham Road and around Halebourne Lane, close to West End. This diminishes the impression of the size of the gap to a degree. Loss of openness in Parcel G13 would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall experienced gap is not undermined.</p> <p>The Parcel is also considered to play a limited role in preventing the merging of the gap between settlements at Windlesham and Trumps Green. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G13 exhibits the characteristics of the countryside, comprising wooded areas and pasture, in addition to scattered, albeit occasionally large scale residential development not unexpected within the countryside. Notwithstanding this, a commercial complex comprising 2-3 storey built form over an area of 1.5ha is situated within the easternmost part of the Parcel and does have some localised impact upon the openness of the Green Belt, however given its scale and this development is not considered to undermine the strong function of the Parcel overall. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G13 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G13 was considered to function strongly against Purpose 3 owing to its open countryside character, but moderately against Purpose 2, owing to the location | |

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| | of the Parcel and the characteristics of the broader gap between Windlesham and Chobham and Windlesham and West End. |
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| Reference | G14 | |
| Name | Land to the south of the Chertsey Road and to the east of Highams Lane | |
| Description | Parcel G14 is situated to the south of the Chertsey Road and to the east of Highams Lane. The Parcel comprises pastoral farmland with fields enclosed by a strong hedgerow, with woodland becoming more prevalent to the east of the Parcel. The Parcel contains scattered residential dwellings in addition to a horticultural nurseries and a school complex. | |
| Area Size | 53.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G14 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements. The Parcel falls in a location remote from all neighbouring settlements and lies centrally between Windlesham, West End, Chobham Trumps Green and Sunningdale, all of which are separated by a broad gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to an irregular cluster of small dwellings to the edge of the common, in addition to a nursery and a school complex, all of which are not unexpected in the countryside. There is no notable urbanising development. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G14 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 relatively remote location of the Parcel. | |

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| Reference | G15 | |
| Name | Land to the north east of the Waterloo to Reading railway line | |
| Description | Parcel G15 is situated to the north east of the Waterloo to Reading railway line and is defined at its northern boundary by the Borough boundary. The Parcel incorporates land within Wentworth Golf Course and exhibits an open, undeveloped character. | |
| Area Size | 36.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G15 is not adjacent or close to the defined large, built-up areas and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | On balance, the Parcel is considered to play a limited role in preventing the merging or erosion of the gap between settlements. The Parcel lies within a moderate gap between Sunningdale and Trumps Green and arguably provides a good rural break between the settlements, however the Parcel's capacity to prevent the merging of the settlements is limited by virtue of its location. The Parcel also lies within a gap between Sunningdale and Windlesham, West End and Chobham all of which are separated by a broad gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, with no development present within the Parcel. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G15 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 Parcel's location. | |
| Other Comments | Parcel G15 falls at the periphery of the Borough and the northern boundary of this Parcel is artificially defined by the Borough boundary. Were the northern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel G8 would incorporate land within the Royal Borough of Windsor and Maidenhead and Runnymede. For this reason, the findings of this Study are cross-referenced against the findings of the RBWM Green Belt Purposes Study 2013 and the Runnymede Green Belt Review 2014 as these provide a comprehensive review of all Green Belt land within their respective Boroughs. Land within RBWM that is associated with Parcel G15 is classified under the terms of the RBWM study as making a generally limited contribution to Purposes 1 and 4, but makes a more effective contribution towards Purposes 2 and 3. This assessment broadly echoes the findings of the Surrey Heath assessment for Parcel G15; however for Purposes 1 and 3 this would appear to be more by chance than common judgement, with the RBWM approach to these Purposes markedly different from the Surrey Heath approach (for Purpose 1 a broader range of settlements are identified as 'large built up areas' than by the Surrey Heath study, with the RBWM study identifying land closest to such areas as least important to Purpose 1; for Purpose 3, built form is not considered by the RBWM study, with focus taken instead on how each area functions as countryside). | |

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| | <p>Land within Runnymede [under ref. General Area 7] is classified under the terms of the Runnymede study as making a generally limited contribution to Purposes 1, 2 and 3. There are some similarities between the Runnymede and Surrey Heath assessment methodologies and it is noted that the findings from both the Surrey Heath study and Runnymede review for Purposes 1 and 2 are similar. There is some differentiation in the conclusions reached in respect of Purpose 3, with land in Runnymede considered to function less effectively against this purpose. It is suggested that this differentiation reflects that the land falling within Runnymede is more heavily developed. It is also noted that both authorities have treated Golf Courses slightly differently, with Runnymede recognising the Wentworth Golf Course as a man-made feature and the Surrey Heath Study noting it to be a form of development that would not be inappropriate within the Green Belt.</p> |
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| Reference | G16 | |
| Name | Land at Chobham Common | |
| Description | Parcel G16 comprises gently undulating open heath at Chobham Common, notwithstanding a small area in the very east of the Parcel, which incorporates a small area of Longcross Studio. | |
| Area Size | 173ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G16 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | On balance, Parcel G16 is considered to play a limited role in preventing the merging or erosion of the gap between settlements. The Parcel influences the perception of a moderate gap between Sunningdale and Trumps Green and arguably provides a good rural break between the settlements, however the Parcel's capacity to prevent the merging of the settlements is limited by virtue of its location. The Parcel also lies within a gap between Sunningdale and Windlesham, West End and Chobham. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G16 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 3. Parcel G16a possesses the characteristics of the countryside and is entirely open. There is no development of any kind, although there is some limited urbanising influence from neighbouring land at Longcross Studios. | |
| | Parcel G16b exhibits some characteristics of the countryside, however the Parcel incorporates a number of modest buildings associated with the Longcross site, and the openness of the Parcel is compromised because of these. The Land Parcel is also subject to urbanising influences from neighbouring development within the Longcross site. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G16 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 weakly against Purpose 2, owing to the relatively remote location of the Parcel and its partially developed character. As a result of its partially developed character, Parcel G16 was subdivided as a result of its varied performance against Purpose 3. Parcel G16a was considered to possess the characteristics of the countryside whereas Parcel G16b was considered to function weakly, accommodating part of the Longcross site. | |

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| Other comments | <p>Parcel G16 falls at the periphery of the Borough and the eastern boundary of this Parcel is artificially defined by the Borough boundary. Were the eastern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel G16 would incorporate land within Runnymede. For this reason, the findings of this Study are cross-referenced against the findings of the Runnymede Green Belt Review 2014 as this study provides a comprehensive review of all Green Belt land within the adjoining Borough. Land within Runnymede [reference General Area 21] that is associated with Parcel G16 is classified under the terms of the Runnymede study as making very little contribution to Purposes 1, 2 and 3. There are some similarities between the Runnymede and Surrey Heath assessment methodologies and it is noted that the findings from both the Surrey Heath study and Runnymede review for Purposes 1 and 2 are similar. There is some differentiation in the conclusions reached in respect of Purpose 3, with land in Runnymede considered to function less effectively against this purpose. This echoes findings for Parcel G16b, but does not reflect the findings for Parcel G16a. It is suggested that this differentiation reflects that the land falling within Runnymede is more heavily developed as opposed to the land falling within Surrey Heath, which in this location is principally common land.</p> |
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| Reference | G17 | |
| Name | Land south of Chertsey Road and north of the M3 Motorway | |
| Description | Parcel G17 is a narrow Parcel that lies between the M3 Motorway and the Chertsey Road. The Parcel comprises gently undulating open heath at Chobham Common. | |
| Area Size | 27.3ha. | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Land Parcel G17 is not adjacent or close to any defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G17 lies within a gap between Sunningdale and Windlesham, West End and Chobham. The gap between the settlements is however broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G17 possesses the characteristics of the countryside and is entirely open. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G17 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 relatively remote location of the Parcel. | |

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| Reference | G18 | |
| Name | Land south of Junction 3 of the M3 and to the north east of the A322 Guildford Road | |
| Description | Parcel G18 is situated to the south of Junction 3 of the M3 and to the north east of the A322 Guildford Road. Land levels fall away slightly from the A322 to form a relatively flat and largely wooded Parcel, comprising the Windlesham Arboretum together with some small scale residential development. | |
| Area Size | 50.5ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Land Parcel G18 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at Windlesham and Lightwater. The Parcel falls within a very narrow gap between the settlements and provides a strong, wooded visual break between them, particularly in the vicinity of the many public rights of way running through the Parcel. Loss of openness would be likely to significantly undermine the actual and experienced gap. The Parcel also influences the perception of the narrow gap between Bagshot and Windlesham. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to small scale residential development close to the A322 and is of a form and character not unexpected in the countryside. There is no notable urbanising development. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | 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. | |

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| Reference | G19 | |
| Name | Land to the west of Broadway Road and south of the M3 Motorway | |
| Description | Land Parcel G19 is small in size and is situated between the settlements of Windlesham and Lightwater, to the western side of Broadway Road. The Parcel comprises a relatively flat and largely wooded Parcel, comprising the Windlesham Arboretum together with some small scale residential development. | |
| Area Size | 27.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G19 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at Windlesham and Lightwater. The Parcel falls within a very narrow gap between the settlements and provides a strong, wooded visual break between them, particularly in the vicinity of the many public rights of way running through the Parcel. Loss of openness would be likely to significantly undermine the actual and experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to small scale residential development considered to be of a form and character not unexpected in the countryside. There is no notable urbanising development. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary: | Parcel G19 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. | |

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| Reference | G20 | |
| Name | Land between Hook Mill Lane and Rye Grove | |
| Description | Parcel G20 is situated to the south of the M3 Motorway between Hook Mill Lane and Rye Grove. The generally flat Parcel principally comprises wooded areas and pastoral farmland. Within the Parcel there is a light scattering of farmsteads, paddocks, nurseries, and dispersed dwellings. | |
| Area Size | 86.2ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G20 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a relatively strong role in preventing development that would result in the merging of settlements at Windlesham and Lightwater. The Parcel falls within a very narrow gap between the settlements and provides a relatively strong, and partly wooded visual break between them, particularly in the vicinity Broadway Road which links the settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap.</p> <p>The Parcel is also considered to play a moderate role in preventing development that would result in the merging of the gap between settlements at Chobham and Windlesham, Chobham and Lightwater and Windlesham and West End. In the case of the gap between Chobham and Windlesham, the gap is broad however the sense of the gap is lessened by ribbon development between the settlements, particularly radiating out from the settlement of Chobham, along the course of Windlesham Road. There is a similar scenario with respect to the gap between Windlesham and West End, with some, limited ribbon development projecting out from West End. Parcel G20 provides a part of the strongest part of the gap between the settlements. In the case of the gap between Lightwater and Chobham, which is undermined in places to a degree, the Parcel exhibits a similarly strong rural character.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, comprising large areas of woodland and pastoral farmland. Development within the Parcel is very limited, but does include two small areas of small-scale urbanising development, incorporating depot and storage facilities. Although these have some, limited impact upon openness on a localised basis, these are not of a scale that would undermine the strong function of the Parcel overall, nor warrant any further subdivision of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G20 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 to prevent development within a narrow gap between Windlesham and Lightwater. | |

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| Reference | G21 | |
| Name | Land to the south west of Hook Meadow Lane | |
| Description | Parcel G21 is situated to the south west of Hook Meadow Lane. The Parcel consists of pastoral farmland with some, small wooded areas and a horticultural nursery. A small depot facility is situated to the south of Broadway Road. | |
| Area Size | 20.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G21 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a relatively strong role in preventing development that would result in the merging of settlements at Windlesham and Lightwater. The Parcel falls within a very narrow gap between the settlements and provides a relatively strong, and partly wooded visual break between them, particularly in the vicinity Broadway Road which links the settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap.</p> <p>The Parcel is also considered to play a moderate role in preventing development that would result in the merging of the gap between settlements at Chobham and Lightwater and Windlesham and West End. In the case of the gap between Windlesham and West End, the gap is of moderate size, however the sense of the gap is lessened to a small degree by ribbon development between the settlements, particularly radiating out from the settlement of West End. Parcel G20 provides a part of the strongest part of the gap between the settlements. In the case of the gap between Lightwater and Chobham, which is undermined in places to a degree, the Parcel exhibits a similarly strong rural character.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, comprising extensive pastoral farmland with some, small scale wooded areas. Urbanising features are limited to a very small scale industrial estate. There is no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary: | 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. | |

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| Reference | G22 | |
| Name | Land to the south of Broadway Road and north east of the A322 Guildford Road | |
| Description | Parcel G22 is a small Parcel, situated to the east of the junction between Broadway Road and the A322 Guildford Road. The Parcel comprises pastoral farmland with a block of woodland to the east. A farmstead is situated in the west of the Parcel. | |
| Area Size | 11.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G22 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a strong role in preventing development that would result in the merging of settlements at Windlesham and Lightwater. The Parcel falls within a very narrow gap between the settlements and provides a strong, and partly wooded visual break between them, particularly in the vicinity Broadway Road which links the settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap.</p> <p>The Parcel is also considered to play a moderate role in preventing development that would result in the merging of the gap between settlements at Chobham and Lightwater. In the case of the gap between Lightwater and Chobham, which is undermined in places to a degree, the Parcel exhibits a similarly strong rural character.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Comprising pastoral farmland with a block of woodland to the east, the Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to a farmstead, as expected in the countryside, with little or no urbanising development. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | 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 is 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. | |

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| Reference | G23 | |
| Name | Land to the north east of the A322 Guildford Road and to the north of Blackstroud Lane East. | |
| Description | Parcel G23 is a small Parcel situated to the north of the junction between Broadway Road and the A322 Guildford Road. The Parcel comprises pastoral farmland in addition to a scattering of farmsteads and residential dwellings in addition to a sewerage treatment facility, set within a well-wooded environment. | |
| Area Size | 12.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G23 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a moderate role in preventing development that would result in the merging of the gap between settlements at Chobham and Lightwater and Windlesham and West End. In the case of the gap between Windlesham and West End, the gap is of moderate size, however the sense of the gap is lessened to a small degree by ribbon development between the settlements, particularly radiating out from the settlement of West End. Parcel G20 provides a part of the strongest part of the gap between the settlements. In the case of the gap between Lightwater and Chobham, which is undermined in places to a degree, the Parcel contributes effectively to the gap, owing to its wooded character. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Much of Parcel G23 exhibits the characteristics of the countryside and is open, with development limited to uses not unexpected in the countryside. However a large sewerage treatment facility is situated within the Parcel and does, by reason of its urbanising character, have some impact upon openness on a localised basis. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G23 was not considered to function against Purpose 1 and 4 owing to its spatial relationship with identified large built up areas and identified historic settlements. The Parcel was considered to function moderately against Purposes 2 and 3 as a result of the spatial relationship between the settlements which the Parcel is located between and the presence of a sewerage treatment facility, which compromises the countryside character of the Parcel to a degree. | |

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| Reference | G24 | |
| Name | Land east of the A322 Guildford Road and south of Blackstroud Lane East | |
| Description | Parcel G24 is situated to the south of Blackstroud Lane East. The Parcel principally comprises a golf course, in addition to playing fields associated with Gordons School; a go karting track is situated in the north western part of the Parcel. The Parcel is generally heavily wooded, with lines of trees within the golf course and along transports routes generally obscure surrounding settlements and most roads. | |
| Area Size | 30.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G24 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel adjoins the A322 and in this location, is considered to play a strong role in preventing development that would result in the perception of the merging of settlements at Lightwater and West End. The Parcel influences the perception of a narrow gap between settlements and helps to provide a strong visual break between them.</p> <p>The Parcel is considered to play a moderate role in preventing development that would result in the merging of the gap between settlements at Chobham and Lightwater and Windlesham and West End. In the case of the gap between Windlesham and West End, the gap is of moderate size; however the sense of the gap is lessened to a small degree by ribbon development between the settlements (outside of the Parcel), particularly radiating out from the settlement of West End. Parcel G24 provides a part of the strongest part of the gap between the settlements. In the case of the gap between Lightwater and Chobham, which is undermined in places to a degree, the Parcel contributes relatively effectively to the gap, owing to its wooded character.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits the characteristics of the countryside, principally comprising a golf course and playing fields associated with Gordons School. Urbanising features are generally limited to an area of hardstanding (similarly serving Gordons School) and a go-kart track, although these are modest in scale and do not significantly affect the openness of the Green Belt. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G24 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 that would affect the perception of a narrow gap between Lightwater and West End. | |

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| Reference | G25 | |
| Name | Land at Gordons School | |
| Description | Parcel G25 lies to the east of the A322 and to the south of the Bagshot Road. The Parcel comprises the Gordons School complex, consisting of playing fields, a central parade ground and 1 – 3 storey buildings. Lines of trees along transports routes generally obscure most roads. | |
| Area Size | 8.1ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G25 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements between West End and Lightwater. The Parcel falls within a narrow gap between the settlements and whilst buildings at Gordons School do have some influence upon the perception of the gap, playing fields and areas of dense tree screening generally ensure that the Parcel provides a strong visual break between the settlements. Loss of openness in this location would be likely to significantly undermine the actual and experienced gap.</p> <p>The Parcel also plays a limited role in preventing the merging or erosion of the gap between settlements at West End/Lightwater and Chobham, however buildings at Gordons School significantly influence the perception of the gap, particularly when viewed from Bagshot Road (one of the key routes linking the settlements).</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and, whilst the Gordons School complex does have some impact upon the openness of the Green Belt, such development is not unexpected within the Green Belt, nor uncharacteristic. There is little of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G25 does not form part of the setting or contribute to the special character of any historic town. | |
| Summary: | Although Parcel G25 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 to prevent development in a narrow gap between settlements at West End and Lightwater. It is also recognised that the Parcel generally exhibits a strong, countryside character. | |

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| Reference | G26 | |
| Name | Land between Windlesham and Church Roads | |
| Description | Parcel G26 is a small Parcel, situated to the south of Bagshot Road and between the converging Windlesham and Church Roads. The site comprises allotments and open green space in public use, with some smaller scale residential development. | |
| Area Size | 2.5ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G26 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel plays a limited role in preventing the merging or erosion of the gap between settlements at West End/Lightwater and Chobham and West End and Windlesham, with buildings along the course of the Bagshot Road, Windlesham Road and Church Road in this location all influencing the perception of the gaps. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel generally possesses the characteristics of the countryside with allotments and public open space giving the Parcel a rural feel, however residential development is slightly more intensive than would normally be expected in the countryside, with two terraces of two storey dwellings in addition to a handful of detached dwellings and commercial premises. Openness is compromised on a localised basis. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G26 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and identified historic settlements. The Parcel was considered to function moderately to weakly against Purposes 2 and 3, owing to the presence of development within the Parcel. | |

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| Reference | G27 | |
| Name | Land at the recreation ground, Benner Lane | |
| Description | Parcel G27 is situated to the north of the settlement area of West End. The Parcel comprises a recreation ground and community facilities, including a Church, Council offices and community hall. A small residential development is situated to the northernmost part of the Parcel. | |
| Area Size | 7.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G27 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a limited role in preventing the merging or erosion of the gap between settlements at West End/Lightwater and Chobham and West End and Windlesham. The Parcel is enclosed by Parcels G26 and G40, which both incorporate ribbon development projecting northwards towards Windlesham and the Bagshot Road (linking West End/Lightwater and Chobham); this development, located close to Parcel G27 limits the contribution that Parcel G27 is considered to make to Purpose 2. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G27 generally exhibits the characteristics of the countryside, with the Parcel principally comprising an open recreation ground. It is noted that there are some localised urbanising features within the Parcel, incorporating 1 – 2 storey community facilities however these have only a limited and localised impact upon the openness of the Green Belt and are not considered to undermine the otherwise strong performance of the Parcel. There is no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | 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. | |

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| Reference | G28 | |
| Name | Land to the west of Highams Lane and south of the M3 Motorway | |
| Description | Parcel G28 is situated to the south of the M3 Motorway and west of Highams Lane. The Parcel comprises areas of pastoral farmland with large blocks of woodland (some of which comprise ancient woodland), in addition to a cricket ground and village hall and a small group of low density residential development. Views across the Parcel are generally limited by layers of trees and hedges. | |
| Area Size | 19.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G28 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Windlesham and Chobham. Although the gap between these settlements is broad, Parcel C28 is one of a handful of Parcels that provides the strongest part of the rural break between the settlements, with a significant degree of ribbon development between the settlements, particularly radiating out from the settlement of Chobham, along the course of Windlesham Road. This diminishes the impression of the size of the gap to a degree. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall experienced gap is not undermined.</p> <p>The Parcel is also considered to play a limited role in preventing the merging of the gap between settlements at West End and Sunningdale/Trumps Green. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G28 exhibits the characteristics of the countryside, with the Parcel principally comprising open fields in recreational use with extensive wooded areas. Some small scale residential development and community-based uses are present within the Parcel however these have little impact upon the openness of the wider Parcel and are not uncharacteristic of the countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G28 is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G28 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 moderately against Purpose 2, with the Parcel falling within a relatively broad gap between settlements at Windlesham and Chobham, but nonetheless providing one of the strongest parts of the gap. | |

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| Reference | G29 | |
| Name | Land between Rye Grove and Halebourne Lane | |
| Description | Parcel G29 is situated between Rye Grove and Halebourne Lane and to the south of Woodlands Lane. The Parcel principally comprises pastoral farmland with field boundaries strongly defined by hedges and trees and dispersed blocks of woodland, some of which comprise ancient woodland. Within the south east of the Parcel, a small low density group of dwellings are found, alongside a large horticultural nursery. | |
| Area Size | 113.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G29 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a moderate role in preventing development that would result in the merging of the gap between settlements at Chobham and Windlesham and Windlesham and West End. In both cases the gaps are of moderate size, however the sense of the gap is lessened to a small degree by ribbon development between the settlements, particularly radiating out from the settlements of Chobham and West End. Parcel G29 provides a part of the strongest part of the gap between the settlements. In the case of the gap between Lightwater and Chobham, which is undermined in places to a degree, the Parcel contributes effectively to the gap, owing to its wooded character.</p> <p>The Parcel is also considered to play a limited role in preventing the merging of the gap between settlements at West End and Sunningdale/Trumps Green. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel possesses the characteristics of the countryside, comprising extensive pastoral farmland and woodland. Development is generally limited to buildings and uses otherwise expected in the countryside, including a horticultural nursery and limited residential development. There is no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G29 was not considered to function against Purpose 1 and 4 owing to its separation from identified large built up areas and 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 moderately against Purpose 2, with the Parcel falling within a moderate gap between a number of settlements. | |

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| Reference | G30 | |
| Name | Land to the north of Bagshot Road and Hookstone Lane | |
| Description | Parcel G30 is situated to the north of Bagshot Road and Hookstone Lane and is bound to the north by the Halebourne. The relatively flat Parcel contains a series of small fields bound by trees and hedges, with dispersed paddocks, nurseries and farmsteads. To the east of the Parcel, a group of generally small residential dwellings are clustered close to the junction between Bagshot Road and Halebourne Lane. | |
| Area Size | 27.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G30 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G30 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Parcel G30a is considered to play a very strong role in preventing development that would result in the merging of settlements at Lightwater and Chobham and Windlesham and Lightwater. Although both gaps are of moderate size, land within Parcel G30 is one of a handful of Parcels that provides the strongest part of the rural break between the settlements, with a significant degree of ribbon development between the settlements, particularly radiating out from the settlements of Chobham and West End. This diminishes the impression of the overall gap, particularly between Chobham and Lightwater. Loss of openness would be likely to significantly undermine the actual or experienced gap. The Parcel is considered to have a secondary role falling within a gap between West End and Sunningdale and West End and Trumps Green, however this gap is broad. | |
| | Land within Parcel G30b is not considered to play any appreciable role in preventing the merging of the physical gap between settlements. The Parcel falls within a location where the gap between settlements has already been eroded by intense residential development. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G30 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 3. Parcel G30a possesses the characteristics of the countryside and exhibits a significant degree of openness with very little development of any kind located within the Parcel. There are no notable urbanising influences from neighbouring land. | |
| | Parcel G30b contains a horticultural nursery of a character and scale not unexpected within the countryside. However, the Parcel also incorporates a cluster of residential dwellings set within small plots close to the junction of Bagshot Road and Halebourne Lane. These are of an intensity that would not normally be expected within the countryside and have a notable impact upon the openness of the Green Belt in this location, particularly when experienced cumulatively with other, similar development in adjoining Parcels. | |

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| | cumulatively with other, similar development in adjoining Parcels. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G30 is 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 G31 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G30a was considered to function strongly against Purposes 2 and 3. Owing to its developed character, Parcel G30b was considered to function weakly, compromising openness along key routes between settlements. | |

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| Reference | G31 | |
| Name | Land to the south of Hookstone Lane and to the north of Bagshot Road | |
| Description | Parcel G31 is situated to the north of Bagshot Road and south of Hookstone Lane. The Parcel comprises pastoral fields and a large block of woodland. A small, low density group of modest sized residential dwellings are found to the south west of the Parcel, in addition to allotments. | |
| Area Size | 11.5ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G31 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a limited role in preventing development that would result in the merging of the gap between settlements at Chobham and Windlesham and Windlesham and West End. In both cases the gaps are of moderate size, however the sense of the gap is lessened to a small degree by ribbon development and other development between the settlements, particularly radiating out from the settlements of Chobham and West End. Parcel G31 provides a good degree of open land, however it is notable that residential development is scattered along the course of the routes that link the settlements. This development is relatively visible and adds to a sense of connection between the settlements.</p> <p>The Parcel is also considered to play a limited role in preventing the merging of the gap between settlements at West End and Sunningdale/Trumps Green. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, principally comprising blocks of woodland and pastoral fields, exhibiting a significant degree of openness. Residential development is slightly more intense than would usually be expected within the countryside, however on balance, it is not considered that this development and its associated impact upon openness is so severe as to undermine the otherwise strong performance of the remainder of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G31 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G31 was considered to function strongly against Purpose 3, on balance, as a result of its generally open, countryside character. However, residential development within the Parcel does influence the perception of the gaps between settlements. As such the Parcel's function against Purpose 2 is considered to be weak, on balance. | |

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| Reference | G32 | |
| Name | Land between the M3 Motorway and Valley End Road | |
| Description | Parcel G32 is a linear Parcel situated between the M3 Motorway and Valley End Road. The Parcel principally comprises pastoral fields and an extensive block of woodland. Built form within the Parcel is limited to a farmhouse and equestrian facility. | |
| Area Size | 36.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G32 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements. The Parcel falls in a location remote from all neighbouring settlements and lies centrally between Windlesham, West End, Chobham, Lightwater, Trumps Green and Sunningdale, all of which are separated by a broad gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits the characteristics of the countryside, comprising fields, common land and wooded areas, with the only built feature comprising a farmhouse and equestrian facility. This is a feature not unexpected within the countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel does not form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel G32 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G32 was considered to function strongly against Purpose 3 as a result of its open, countryside character. The Parcel was considered to function weakly against Purpose 2 however, as a result of its remote location. | |




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| Reference | G33 | |
| Name | Land between Valley End and Windlesham Roads | |
| Description | Parcel G33 is situated between Valley End and Windlesham Roads. The lightly undulating Parcel comprises pastoral fields well defined by trees and hedging at their edges, in addition to blocks of woodland. Farm and equestrian complexes are found within the Parcel, in addition to dispersed residential development across a variety of scales. | |
| Area Size | 46.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G33 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Windlesham and Chobham. Although the gap between these settlements is broad, Parcel G33 is one of a handful of Parcels that provides the strongest part of the rural break between the settlements, with a significant degree of ribbon development between the settlements, particularly radiating out from the settlement of Chobham, along the course of Windlesham Road. This diminishes the impression of the size of the gap to a degree. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall experienced gap is not undermined.</p> <p>The Parcel is also considered to play a limited role in preventing the merging of the gap between settlements at West End and Sunningdale/Trumps Green. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits the characteristics of the countryside, comprising open fields, wooded areas, farmsteads, equestrian facilities and dispersed residential development. Although built form within the Parcel does have some impact upon the openness of the Parcel, this is generally associated with uses and development not unexpected within a rural location. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G33 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G33 was considered to function strongly to moderately against Purposes 2 and 3 owing to the Parcel's open, countryside character and location, within a moderate gap between neighbouring settlements and Windlesham and Chobham. | |

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| Reference | G34 | |
| Name | Land between Windlesham Road and Steep Hill | |
| Description | Parcel G34 is situated between Windlesham Road and Steep Hill. The lightly undulating Parcel principally comprises pastoral fields and paddocks with scattered small blocks of trees. Clusters of residential development are found within the easternmost and the south western parts of the Parcel; elsewhere, large scale nurseries are present. | |
| Area Size | 45.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G34 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G34 is considered to play a weak role (on balance) in preventing development that would result in the merging of the gap between settlements at Chobham and Windlesham. Although the gap between these settlements is broad, the sense of the gap is lessened by development between the settlements, particularly radiating out from the settlement of Chobham, along the course of Windlesham Road. Parcel G34 provides a good degree of open land, however it is notable that residential development, including an area of relatively intense residential development, is present within the Parcel along the course of the Windlesham Road. This development is relatively visible and adds to a sense of connection between the settlements.</p> <p>The Parcel is also considered to play a limited role in preventing the merging of the gap between settlements at West End and Sunningdale/Trumps Green. The gap between the settlements however is broad and whilst the DERA/Longcross Site does influence how the gap between the settlements is perceived to a very small degree, it is recognised that some loss of openness would not be perceived as reducing the gap between settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising pastoral fields and small pockets of woodland, in addition to paddocks and nurseries. There are two areas where residential development is of an intensity that is less characteristic of the countryside and this does have some impact on the openness of the Green Belt in this location, however it is not considered that this significantly affects the otherwise strong function of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G34 is 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. | |

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| Reference | G35 | |
| Name | Land to the north of Steep Hill and to the west of Windsor Road | |
| Description | Parcel G35 is situated to the north of Steep Hill and to the west of Windsor Road. The lightly undulating Parcel principally comprises pastoral fields and small blocks of woodland with some, limited dispersed residential development which in some cases is large in scale. A former horticultural nursery is situated within the easternmost part of the Parcel. | |
| Area Size | 62.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G35 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements. The Parcel falls in a location remote from all neighbouring settlements and lies centrally between Chobham, West End, Trumps Green and Sunningdale, all of which are separated by a broad gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits the characteristics of the countryside, principally comprising pastoral fields and blocks of woodland with limited dispersed residential development and a former horticultural nursery that, whilst having some limited impact upon the openness of the Green Belt, is not uncharacteristic of the countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G35 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and the historic areas of identified historic settlements. Parcel G35 was considered to function strongly against Purpose 3 owing to its open, countryside character. The Parcel was however considered to function weakly against Purpose 2, owing to the Parcel's location. | |

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| Reference | G36 | |
| Name | Land at Chobham Place Woods | |
| Description | Parcel G36 is situated between Valley End and Chestnut Lane. The Parcel is extensively wooded and comprises a Suitable Alternative Natural Green Space. | |
| Area Size | 13.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G36 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G36 is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements. The Parcel falls in a location remote from all neighbouring settlements and lies centrally between Chobham, West End, Trumps Green and Sunningdale, all of which are separated by a broad gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits a strong countryside character, with no urbanising features. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G36 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic areas of identified historic settlements. Parcel G36 was considered to function strongly against Purpose 3 owing to its open, countryside character. The Parcel was however considered to function weakly against Purpose 2, owing to the Parcels location. | |

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| Reference | G37 | |
| Name | Land to the south of the Windlesham Road and to the west of the Windsor Road | |
| Description | <p>Parcel G37 is situated to the south of Windlesham Road and to the west of the Windsor Road. The Parcel is bound to the south by the Bourne. The Parcel largely comprises farmland, populated with open fields with well defined, natural boundaries and blocks of woodland interspersed by nurseries and paddocks, some of which are large in scale. To the very easternmost part of the Parcel there is an accumulation of residential properties which become larger and more dispersed with distance from central Chobham. Within central Chobham, dwellings are generally of a small to moderate scale.</p> | |
| Area Size | 181.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G37 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G37 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2.</p> <p>Parcel G37a is considered to play a moderate role in preventing development that would result in the merging of the gap between settlements at Chobham and Windlesham and between Chobham and Lightwater. Although the gap between these settlements is broad, the sense of the gap is lessened by ribbon development between the settlements, particularly radiating out from the settlement of Chobham, along the course of Windlesham Road. Although some of this ribbon development falls within Parcel G37a, the ribbon development subsides to the very north west of the Parcel to form open countryside with a strong rural character. In the case of the gap between Lightwater and Chobham, the Parcel exhibits a similarly strong rural character. Loss of openness in some areas would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined.</p> <p>The Parcel is considered to have a secondary role falling within a gap between West End and Sunningdale and West End and Trumps Green, however this gap is broad</p> | |
| | Land within Parcel G37b is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the gap between settlements is already developed to a degree that openness has been lost in many areas. | |

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| <p>Purpose 3 – To assist in safeguarding the countryside from development</p> | <p>Owing to the size and characteristics of the Parcel, there is significant variation in how the Parcel functions to assist in safeguarding the countryside from development. Parcel G37 has therefore been split into two parts to reflect variance in performance across the Parcel against Purpose 3.</p> <p>Parcel G37a exhibits the characteristics of the countryside, being generally open and free from development notwithstanding development for horticultural and equestrian uses and scattered residential development; whilst these do have some impact upon the openness of the Green Belt, these uses are not unexpected within the countryside. A cul de sac of residential properties is situated centrally to the Parcel and accommodates development of a form uncommon in the countryside and of intensity slightly greater than would usually be expected in the countryside, having some impact upon the openness of the Green Belt. However this is not considered to undermine the strong function of the Parcel overall.</p> |  |
| | <p>The very easternmost part of the Parcel (G37b) incorporates part of the settlement area of Chobham and accommodates residential and commercial development of an intensity that would not normally be expected within the countryside. This has a notable impact upon the openness of the Green Belt in this location, particularly when experienced cumulatively with other, similar development in adjoining Parcels, although openness does remain in some areas.</p> |  |
| <p>Purpose 4 – To preserve the setting and special character of historic towns</p> | <p>Parcel G37 is considered to provide part of the setting to the historic settlement of Chobham, recognised for its rural village character. Here, 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.</p> |  |
| <p>Summary</p> | <p>Parcel G37 is 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. As a result of significant variation in respect of the degree to which land within Parcel G37 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G37a was considered to function moderately to strongly against Purposes 2 and 3. Owing to its developed character, Parcel G37b was considered to have very limited function against Purposes 2 and 3, with development compromising openness along key routes between settlements.</p> | |

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| Reference | G38 | |
| Name | Land south of the Bourne, west of the High Street and east of Halebourne Lane | |
| Description | Parcel G38 is situated to the south of the Bourne and to the west of the High Street. The Parcel is bound to the south by the Bagshot Road and Clappers Lane. The Parcel largely comprises farmland, populated with open fields with well defined, natural boundaries, occasionally interspersed by paddocks. To the very westernmost part of the Parcel there is an accumulation of residential properties clustered around the junction between Bagshot Road and Halebourne Lane. | |
| Area Size | 41.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G38 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G38 is considered to play a very strong role in preventing development that would result in the merging of settlements principally at Chobham and Lightwater, but also between Chobham and West End, which are linked by the Bagshot Road, and West End and Windlesham. Although the overall gap is moderate, it is recognised that that there is a degree of ribbon and other development located between the settlements (and particularly between Chobham and settlements along the course of the A322); this has a significant impact upon the perception of the gap between the settlements. Although there is some ribbon development within Parcel G40, this is localised and (on balance) small in scale. Elsewhere in the Parcel fields with wooded edges create breaks in the ribbon development. Any further loss of openness would be likely to significantly undermine the experienced gap. The Parcel also has a secondary function to prevent the erosion of a very broad gap between West End and Chobham and settlements within the Royal Borough of Windsor and Maidenhead, the Parcel providing part of the broad rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G38 exhibits the characteristics of the countryside, being generally open and free from development. A small cluster of residential development is situated close to the junction of Halebourne Lane and Bagshot Road, however, whilst this is of an intensity slightly greater than would usually be expected in the countryside, having some impact upon the openness of the Green Belt, this is not considered to undermine the strong function of the Parcel overall. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G38 is considered to provide part of the setting to the historic settlement of Chobham, recognised for its rural village character. Here, the open grain in the very easternmost part 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). | |

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| Summary | Parcel G38 is not considered to function against Purpose 1, owing to its distance from identified large built-up areas and historic settlements. The Parcel is 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. |
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| Reference | G39 | |
| Name | Land between Clappers Lane and Bagshot Road | |
| Description | Parcel G39 is situated between Clappers Lane and Bagshot Road and comprises a cluster of residential properties set in moderate sized plots. | |
| Area Size | 3.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G39 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G39 is on balance considered to play a limited role in preventing the merging or erosion of the actual or perceived gap between settlements at Chobham and Lightwater/West End. The Parcel falls within a moderate gap between the settlements, however the residential development within the Parcel (which in some places is notably visible from the main route connecting the settlements) contributes significantly to a sense of connection between settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G39 exhibits some characteristics of the countryside, however residential development is prevalent with the full extent of the Parcel comprising large residential properties set within moderate plots. This comprises the openness of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G39 is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G39 is 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 partly developed character, Parcel G39 was considered to function weakly against Purpose 2 and 3, compromising openness along key routes between settlements. | |

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| Reference | G40 | |
| Name | Land between Bagshot Road and Pennypot Lane | |
| Description | Parcel G40 is a large Parcel located to the south of Bagshot Road. The Parcel consists of pastoral farmland with dispersed clusters of woodland that increase in scale to the south west. Field boundaries and some roadsides are well vegetated with a network of hedgerows and trees. Across the Parcel dispersed farmsteads, dwellings, paddocks and nurseries are situated. There are some small, low to medium density groups of dwellings, situated along parts of the Bagshot Road and at the junction of Streets Heath and Fairfield Lane. | |
| Area Size | 120.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | G40 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements principally at Chobham and West End, but also between Chobham and Lightwater, which are linked by the Bagshot Road, and West End and Windlesham. Although the overall gap is moderate, it is recognised that there is a degree of ribbon and other development located between the settlements (and particularly between Chobham and settlements along the course of the A322); this has a significant impact upon the perception of the gap between the settlements. Although there is ribbon development within Parcel G40, this is frequently set back from the highway and extensively screened so that the longer distance views are obscured with the only appreciable signs of ribbon development from the highway being property accesses, occasional glimpses of dwellings and infrequently, boundary walls and gates. Elsewhere in the Parcel fields create breaks in the ribbon development. Any further loss of openness would be likely to significantly undermine the experienced gap. The Parcel also has a secondary function to prevent the erosion of a very broad gap between West End and settlements within the Royal Borough of Windsor and Maidenhead, the Parcel providing part of the broad rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is generally limited to dispersed residential development alongside other uses expected within the countryside, including farmsteads, and nurseries. There are two relatively small pockets of residential development that are considered to be slightly more intense than usually expected within the countryside, however the impact of these upon the character and openness of the Green Belt is not so severe as to warrant the further subdivision of the Parcel nor to undermine the otherwise strong performance of the Parcel against Purpose 3. There is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |

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| Summary | Parcel G40 is 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. |
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| Reference | G41 | |
| Name | Land to the south of the M3 and to the east of Windsor Road | |
| Description | Parcel G41 is located to the south of the M3 and to the east of Windsor Road. The Parcel comprises undulating open heathland. | |
| Area Size | 53.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G41 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Land Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements. The Parcel falls in a location remote from all neighbouring settlements and lies centrally between Chobham, Trumps Green and Sunningdale, all of which are separated by a broad gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G41 is wholly open, comprising undulating heathland. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G41 is not considered to function against Purposes 1 and 4, owing to its distance from identified large built-up areas and historic settlements. Parcel G41 was considered to function strongly against Purpose 3 as a result of its open, countryside character. However, owing to the remote location of the Parcel, it was considered that the Parcel makes only a weak contribution to Purpose 2. | |

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| Reference | G42 | |
| Name | Land to the east of Windsor Road and north of Gracious Pond Road/Red Lion Road | |
| Description | Parcel G42 is a large land Parcel located to the east of Windsor Road and to the north of Gracious Pond Road/Red Lion Road. The Parcel comprises extensive open heathland with farmsteads and paddocks. Residential development increases in intensity in the south westernmost part of the Parcel. | |
| Area Size | 355.1ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G42 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements. The Parcel falls within a location where there is a broad gap between settlements at Chobham and Sunningdale/Virginia Water where there is no perception of connectivity, despite the presence of development within Parcel G42. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G42a possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising extensive, undulating heathland, paddocks and farmsteads in addition to scattered dwellings otherwise expected in the countryside, with little or no urbanising development. There is little or no sense of urbanising influence from neighbouring land. | |
| | Parcel G42b exhibits some characteristics of the countryside, however residential development is prevalent and is particularly intensive to the very south of the Parcel, compromising the openness of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G42 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. Similarly, as a result of the Parcel's location, the function of the Parcel against Purpose 2 is considered to be weak. As a result of significant variation in respect of the degree to which land within Parcel G42 fulfilled Purpose 3, the Parcel was subdivided for assessment purposes. Parcel G42a was considered to function strongly against Purpose 3. Owing to its generally developed character, Parcel G42b was considered to function weakly against Purpose 3. | |

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| Reference | G43 | |
| Name | Land south of Red Lion Road and east of Windsor Road | |
| Description | Parcel G43 is a small Parcel situated to the south of Red Lion Road. The Parcel principally comprises a mix of two and one and a half storey detached, semi-detached and terraced dwellings set within small to mid-sized plots. | |
| Area Size | 7.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G43 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play no notable role in preventing the merging or erosion of the actual or perceived gap between settlements. Parcel G43 is already developed to a degree that openness has been lost, with the Parcel as a result unable to contribute significantly to the sense of the gap between the settlements; notwithstanding this, it is recognised that the gap between settlements at Chobham and Sunningdale/Virginia Water is broad in any event. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G43 is almost wholly developed, comprising a range of relatively intensive detached, semi-detached and terraced dwellings set within small to mid-size plots; the cumulative effect of this development is urbanising and impacts upon the openness of the Green Belt in this area. Notwithstanding this, a small area of heathland green is located to the westernmost part of the Parcel and does exhibit some characteristics of the countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G43 includes part of 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. | |
| Summary | 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. | |

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| Reference | G44 | |
| Name | Land east of Windsor Road and north of Chertsey Road | |
| Description | Parcel G44 is situated to the north east of the junction between Windsor Road and Chertsey Road. The Parcel principally comprises playing fields associated with a school and rugby club, surrounded by significant amounts of residential development of varying intensity. | |
| Area Size | 19.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G44 does not fall adjacent to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the gap between settlements is already developed to a degree that openness has been lost. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G44 is dominated by residential development of intensity unexpected within the countryside, comprising a range of detached, semi-detached and terraced dwellings in addition to flats, set within small to mid-size plots; this development is cumulatively urbanising and compromises the openness of the Green Belt in this area. Green fields are situated to the centre of the Parcel, however, whilst open, these are heavily influenced by the development that bounds the site to all sides. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The south westernmost part of Parcel G44 contains a cluster of historic buildings which are considered to form part of the historic core of Chobham Village. This area also falls within the Chobham Village Conservation Area, which is generally recognised for its rural village character. In this location, however, the historic core is removed from the open countryside and it is not apparent that the Green Belt makes a significant contribution towards the rural setting of the historic settlement. | |
| Summary | 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. | |

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| Reference | G45 | |
| Name | Land West of Mincing Lane and south of Red Lion Road | |
| Description | Parcel G45 is situated to the south west of the junction between Mincing Lane and Red Lion Road. The Parcel comprises a mix of intense semi-detached and terraced two storey residential development together with farmland, with a series of fields and paddocks well edged by trees and hedges interspersed by scattered farmsteads. | |
| Area Size | 31.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G45 does not fall adjacent to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G45 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Parcel G45a is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the Parcel is already developed to a degree that openness has been lost. | |
| | Parcel G45b is considered to play a very limited role in preventing the merging or erosion of the visual or physical gap between settlements, with the Parcel falling within a very broad gap between Chobham and Trumps Green and Sunningdale. Development at Longcross / DERA is situated between Chobham and these settlements but does not influence the sense of the gap to a degree that renders Parcel G45b as essential to the sense of the overall gap. Some loss of openness would not therefore be perceived as reducing the gap between settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G45 has been split into two parts as a result of the significant variance in performance across the Parcel against Purpose 3. Parcel G45a is dominated by residential development of intensity unexpected within the countryside, comprising a range of detached, semi-detached and terraced dwellings set within small to mid-size plots; this development is cumulatively urbanising and compromises the openness of the Green Belt in this area. | |
| | Parcel G45b exhibits the characteristics of the countryside, comprising open fields and copses of trees with dispersed farm premises. Development is generally limited to a handful of residential dwellings and farmsteads otherwise expected in the countryside, with no notable urbanising development. There is no notable sense of urbanising influence from neighbouring land, with dense blocks of trees limiting the influence of any adjoining built up areas. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G45 includes part of the defined settlement area of Chobham, however the Parcel is removed from the historic core of the settlement and there is no appreciable inter-visibility between the Parcel and the historic environment, with a notable degree of more modern development between the Parcel and the historic core. As such it is not considered that the Parcel has any significant impact upon the setting or special character of the settlement. | |

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| Summary | <p>Parcel G45 is 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. As a result of significant variation in respect of the degree to which land within Parcel G45 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G45a was considered to have no function against Purposes 2 and 3 owing to its developed character. 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.</p> |
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| Reference | G46 | |
| Name | Land between Mincing Lane and Brookleys | |
| Description | Parcel G46 is situated between Mincing Lane and Brookleys, to the north of the Chertsey Road. The Parcel principally comprises two storey semi-detached dwellings. | |
| Area Size | 2.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G46 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G46 is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the Parcel is already developed to a degree that openness has been lost. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G46 is wholly developed, principally comprising a range of semi-detached and terraced dwellings set within small plots; the cumulative effect of this development is urbanising and impacts upon the openness of the Green Belt in this area. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G46 lies within the washed over settlement area of Chobham, however the Parcel is removed from the historic core of the settlement and there is no appreciable inter-visibility between the Parcel and the historic environment, with a notable degree of more modern development between the Parcel and the historic core. As such the Land Parcel does not form part of the setting or contribute to the special character of the historic town. | |
| Summary | Parcel G46 is 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. | |

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| Reference | G47 | |
| Name | Land south of Gracious Pond Road | |
| Description | Parcel G47 is situated to the south of Gracious Pond Road and to the north of Chertsey Road. The Parcel comprises pastoral farmland with dispersed and sometimes large block of woodland, farmsteads, nurseries and paddocks. Residential development is scattered throughout the Parcel, but increases in intensity in the south westernmost part of the Parcel | |
| Area Size | 202.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G47 does not fall adjacent to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G47 has been split into two parts as a result of the variance in performance across the Parcel. Land within Parcel G47a is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Ottershaw. Although the Parcel falls within a broad gap between the settlements, the Parcel provides a particularly strong part of the rural break between the settlements, with a notable erosion of the Green Belt at Chobham Business Centre and Fair Oaks Airport diminishing the overall impression of the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| | Parcel G47b is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements as a result of development within the Parcel. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G47 has been split into two parts as a result of the variance in performance across the Parcel. Parcel G47a exhibits the characteristics of the countryside, comprising open fields, wooded areas and dispersed dwellings, farmsteads, equestrian facilities and horticultural nurseries. There is little or no sense of urbanising influence from neighbouring land. | |
| | Parcel G47b exhibits some characteristics of the countryside, but largely comprises a cluster of residential development of intensity greater than would usually be expected from a rural area. This impacts upon the openness of the Green Belt in this location. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G47 is removed from the historic core of the settlement of Chobham and there is no appreciable inter-visibility between the Parcel and the historic environment, with a notable degree of more modern development between the Parcel and the historic core. As such it is not considered that the Parcel has any significant impact upon the setting or special character of the town. | |

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| Summary | <p>Parcel G47 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 areas of Chobham. As a result of significant variation in respect of the degree to which land within Parcel G47 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G47a 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. 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. Parcel 2 and 3. Owing to its developed character, Parcel G47b was considered to function weakly, compromising openness along key routes between settlements.</p> |
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| Reference | G48 | |
| Name | Land to the south of Chertsey Road and north of the Mill Bourne | |
| Description | Parcel G48 is a narrow Parcel situated between Chertsey Road and the Mill Bourne. The Parcel incorporates pockets of woodland and farmland, often comprising large fields bound by hedging. The westernmost part of the Parcel incorporates part of the settlement area of Chobham and accommodates a significant degree of development, principally comprising small to moderate scale commercial and residential development. A permanent Gypsy site is also located within the Parcel. | |
| Area Size | 31.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G48 does not fall adjacent to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G48 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Land within Parcel G48a is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the Parcel is already developed to a degree that openness has been lost. | |
| | Land within Parcel G48b is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Ottershaw. Although the Parcel falls within a broad gap between the settlements, the Parcel provides a particularly strong part of the rural break between the settlements, with a notable erosion of the Green Belt at Chobham Business Centre and Fair Oaks Airport diminishing the overall impression of the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G48 has been split into two parts as a result of the significant variance in performance across the Parcel. Parcel G48a is dominated by residential and commercial development of intensity unexpected within the countryside, comprising a range of dwellings set within small to mid-size plots and shops; this development is cumulatively urbanising and compromises the openness of the Green Belt in this area. | |
| | Parcel G48b possesses the characteristics of the countryside, comprising fields and blocks of woodland. A permanent Gypsy site is situated within the Parcel, however whilst urbanising in character, the development is well contained, of modest scale and has a very limited impact upon the openness of the Green Belt. As such the impact of the site upon the character and openness of the Green Belt is not as severe as to warrant the further subdivision of the Parcel nor to undermine the otherwise strong performance of the Parcel against Purpose 3. | |

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| <p>Purpose 4 – To preserve the setting and special character of historic towns</p> | <p>Parcel G48 contains part of the historic core of Chobham, however as this area is almost entirely built up and surrounded by more modern development, there is no appreciable relationship between the open countryside and historic core in this location.</p> | |
| <p>Summary</p> | <p>Parcel G48 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 areas of Chobham. As a result of significant variation in respect of the degree to which land within Parcel G48 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. Parcel G48a was considered to have no function against Purposes 2 and 3 as a result of its extensively developed character. Parcel G48b 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.</p> | |

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| Reference | G49 | |
| Name | Land south of Old Chertsey Road | |
| Description | Parcel G49 is a small Parcel situated between Chertsey Road and the Old Chertsey Road. The Parcel incorporates pastoral fields with farmsteads and a handful of residential dwellings. | |
| Area Size | 4.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G49 does not fall adjacent to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G49 is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Ottershaw. Although the Parcel falls within a broad gap between the settlements, the Parcel provides a particularly strong part of the rural break between the settlements, with a notable erosion of the Green Belt at Chobham Business Centre and Fair Oaks Airport diminishing the overall impression of the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G49 possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to farmsteads and a scattering of dwellings otherwise expected in the countryside, with little or no urbanising development. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G49 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 areas of Chobham. Parcel G49 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. | |

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| Reference | G50 | |
| Name | Land north of Chertsey Road and south of Stonehill Road | |
| Description | Parcel G50 is a large Parcel situated to the north of the Chertsey Road and south of Stonehill Road. The undulating Parcel is principally comprised of pastoral fields and blocks of woodland, with scattered farmsteads and dwellings. Part of a golf course is situated within the north east of the Parcel and to the north of the Parcel land takes on a heathland character. Close to the Chertsey Road a large commercial complex is located, named 'Chobham Business Centre'. | |
| Area Size | 160ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G50 does not fall adjacent to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Land within Parcel G50 is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Ottershaw. Although the Parcel falls within a broad gap between the settlements, a notable erosion of the gap is present at Chobham Business Centre and Fairoaks Airport, diminishing the overall impression of the gap. Although Chobham Business Centre falls within the Parcel, owing to its size (at approximately 1.8ha) it is not considered appropriate to further subdivide the Parcel and the remainder of the Parcel contributes to the sense of the gap between the settlements. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G50 is considered to possess the characteristics of the countryside and exhibits a significant degree of openness, principally comprising open fields, woodland, heathland and scattered farmsteads and dwellings as expected in the countryside. Notwithstanding this, a large commercial complex at Chobham Business Centre is situated within the Parcel and incorporates a large, three storey warehouse, other 1 – 2 storey buildings, and extensive hard standing. This has a notable, localised impact upon openness, however owing to its size (at approximately 1.8ha) it is not considered appropriate to further subdivide the Parcel and it is not considered that this should undermine the otherwise strong performance of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G50 is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G50 is 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. | |

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| Reference | G51 | |
| Name | Land south of Chertsey Road and west of Philpot Lane | |
| Description | Parcel G51 is a small Parcel situated to the south of Chertsey Road and west of Philpot Lane. The Parcel comprises pastoral fields with limited, and generally modestly scaled, dispersed residential development in addition to an equestrian facility. | |
| Area Size | 10.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G51 does not fall adjacent to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Land within Parcel G51a is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Ottershaw and Woking and Ottershaw. Although the Parcel falls within a broad gap between the settlements, the Parcel provides a particularly strong part of the rural break between the settlements, with a notable erosion of the Green Belt at Chobham Business Centre and Fair Oaks Airport diminishing the overall impression of the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined.</p> <p>The Parcel also plays a role in preventing development that would result in the merging of settlements at Trumps Green and Woking however this gap is very broad.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G51 is considered to possess the characteristics of the countryside and exhibits a significant degree of openness, principally comprising pastoral fields, equestrian facilities and scattered dwellings as expected in the countryside. There is little or no urbanising development. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G51 is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G51 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Parcel G51 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 particularly between Chobham and Ottershaw, which has been undermined in some areas. | |

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| Reference | G52 | |
| Name | Land to the south of Chertsey Road and to the east of Philpot Lane | |
| Description | Parcel G52 is a large Parcel situated to the south of Chertsey Road and east of Philpot Lane, with the Bourne bounding the Parcel to the south. The site comprises open fields with areas of farmsteads, dwellings and horticultural nurseries. Set centrally to the Parcel is the Fair Oaks Airport complex, comprising a collection of single and two storey buildings of varying scales located in close proximity to the Chertsey Road and Youngstroat Lane, together with hardstanding, grassed areas and the associated runway. | |
| Area Size | 131.2ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G52 is not adjacent or close to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G52 has been split into three parts as a result of the variance in performance across the Parcel. Land within Parcel G52a is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Ottershaw. Although the Parcel falls within a broad gap between the settlements, the Parcel provides a particularly strong part of the rural break between the settlements, with a notable erosion of the Green Belt at Chobham Business Centre and Fair Oaks Airport diminishing the overall impression of the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| | Land within Parcel G52b is considered to make only a limited contribution to the gap between settlements, being extensively built up and, alongside land at Chobham Business Centre, interrupting the otherwise broad gap between Chobham and Ottershaw and Chobham and Woking. | |
| | Parcel G52c is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Ottershaw. Although the Parcel falls within a broad gap between the settlements, the Parcel provides a particularly strong part of the rural break between the settlements, with a notable erosion of the Green Belt at Chobham Business Centre and Fair Oaks Airport diminishing the overall impression of the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G52 has been split into two as a result of the significant variance in performance across the Parcel. Parcel G52a is considered to possess the characteristics of the countryside and exhibits a significant degree of openness, principally comprising open fields, in addition to scattered farmsteads, dwellings and a horticultural nursery as expected in the countryside. There is little or no urbanising development and little sense of urbanising influence from neighbouring land. | |

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| | <p>Parcel G52b contains Fair Oaks Airport. The north easternmost part of the Parcel comprises a collection of single and two storey buildings of varying scales in aviation and commercial use, surrounded by extensive hard standing. The features are urbanising in character and have a significant impact upon the openness of the Green Belt in this location. The remainder of the Parcel is principally comprised of grassed areas, notwithstanding tarmacked areas in use as a runway and taxiways. Owing to the relatively flat and open character of the remainder of the Parcel, the adjoining commercial/aviation complex brings an urbanising influence to this area.</p> | |
| | <p>Parcel G52c is considered to possess the characteristics of the countryside and exhibits a significant degree of openness, principally comprising open fields, with a small number of residential development of scale that would not be unexpected within the countryside. Notwithstanding this, the nearby commercial/aviation complex brings an urbanising influence to this area, although this does not undermine the Parcel's otherwise strong rural character.</p> | |
| <p>Purpose 4 – To preserve the setting and special character of historic towns</p> | <p>The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town.</p> | |
| <p>Summary</p> | <p>Parcel G52 is 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. Parcels G52a and G52b were considered to function moderately to strongly against Purposes 2 and 3 owing to their open, countryside character and the contribution the Parcels make to preventing development in the gap particularly between Chobham and Ottershaw, which has been undermined in some areas. Owing to its developed character, Parcel G52b was considered to function weakly against Purposes 2 and 3, compromising openness along key routes between settlements.</p> | |
| <p>Other comments:</p> | <p>Parcel G52 falls at the periphery of the Borough and the eastern boundary of this Parcel is artificially defined by the Borough boundary. Were the eastern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel G23 would incorporate land within Runnymede. For this reason, the findings of this Study are cross-referenced against the findings of the Runnymede Green Belt Review 2014 as this study provides a comprehensive review of all Green Belt land within the Borough. Land within Runnymede [reference General Area 27] that is associated with Parcel G23 is classified under the terms of the Runnymede study as making little to no contribution to Purposes 1 and 2 but makes a significant contribution to Purpose 3. The findings of both the Runnymede and Surrey Heath studies reached common conclusions in respect of Purposes 1. In respect of Purpose 2, the assessment, it is noted that there are subtle differences in how each assessment has been approached. Some differentiation is noted in respect of Purpose 3, with land in Runnymede considered to similarly to some parts of Parcel G52. The Runnymede assessment would not have had regard to development within Surrey Heath.</p> | |

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| Reference | G53 | |
| Name | Land to the east of Chobham and to the north of Station Road | |
| Description | Parcel G53 is a large, flat Parcel situated to the east of Chobham and to the north of Station Road. The westernmost part of the Parcel comprising relatively intensive two storey residential and commercial uses situated directly adjacent the High Street and Station Road. The remainder of the Parcel comprises open fields and water meadows bound by hedges and trees, with small wooded areas, particularly in the south. A small number of residential dwellings, farmsteads and paddocks are also situated within the Parcel, often located close to Philpot Lane and Sandpit Hall Road. | |
| Area Size | 115.1ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G53 is not adjacent or close to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G53 has been split into two parts as a result of the variance in performance across the Parcel against Purpose 2. Parcel G53a is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Woking, which are linked in this location by Station Road. The Parcel falls within a moderate gap between settlements and whilst it is recognised that there is a degree of ribbon and other development within, and close to the Parcel which could, to a degree create a sense of visual connection between the settlements, this is frequently set back from the highway and extensively screened so that the longer distance views are obscured with the only appreciable signs of ribbon development from the highway being property accesses and occasional glimpses of dwellings. Overall, the ribbon development does not significantly affect the perception of the gap. Elsewhere in the Parcel fields and wooded areas create breaks in the ribbon development with tiers of hedging limiting long range visibility, particularly in the environs of public footpaths. Loss of openness would not necessarily compromise the overall gap between the settlements in this location, however the overall scale of the gap is important to ensure that the overall experienced gap is not undermined. The Parcel also has a secondary function to prevent the erosion of a very broad gap between Chobham and Woodham/New Haw and between Woking and Trumps Green/Sunningdale. | |
| | Land within Parcel G53b is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the Parcel is already developed to a degree that openness has been lost. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G53 has been split into two parts as a result of the variance in performance across the Parcel. Parcel G53a possesses the characteristics of the countryside and is largely open in character, comprising open fields and water meadows in addition to scattered farmsteads and some dispersed residential development otherwise expected in the countryside. Towards the south of the Parcel residential development becomes very slightly more intense and regular in form than would normally be expected within the countryside and a commercial complex comprising a range of 1 – 2 storey buildings and hardstanding is situated to the middle of the Parcel. These do have some, very small scale impact upon openness on a localised basis; however the impact of these areas upon the | |

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| | <p>character and openness of the Green Belt within the wider Parcel is not as severe as to warrant the further subdivision of the Parcel nor to undermine the otherwise strong performance of the Parcel against Purpose 3.</p> | |
| | <p>Parcel G53b comprises relatively intensive two storey residential and commercial uses situated directly adjacent the High Street and Station Road, giving the Parcel a relatively urbanised character. Notwithstanding this, development along the High Street breaks at the Church Yard serving St Lawrence Church, affording views across a cricket ground towards the countryside beyond, and ensuring that the Parcel retains some degree of openness.</p> | |
| <p>Purpose 4 – To preserve the setting and special character of historic towns</p> | <p>Parcel G53 falls partly within the washed over Green Belt settlement area of Chobham and incorporates part of the historic settlement of Chobham. Parcel G53 is considered to play a significant role in enhancing the setting and special character of the historic core of Chobham. Accommodating the Churchyard of St Lawrence which provides a break in historic development along the High Street, views are 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.</p> | |
| <p>Summary</p> | <p>Parcel G53 is 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. As a result of significant variation in respect of the degree to which land within Parcel G53 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. 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. 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.</p> | |

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| Reference | G54 | |
| Name | Land between Station Road and Sandpit Hall Road | |
| Description | Parcel G54 is a small Parcel situated between Station Road and Sandpit Hall Road. The westernmost part of the Parcel comprises a largely wooded area, with the easternmost part of the Parcel comprising modest, detached dwellings generally set within medium sized plots in a wooded setting. | |
| Area Size | 26.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G54 is not adjacent or close to a defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G54 is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Woking, which are linked in this location by Station Road. The Parcel falls within a moderate gap between settlements and whilst it is recognised that there is a degree of ribbon and other development within, and close to the Parcel which could, to a degree create a sense of visual connection between the settlements, this is frequently set back from the highway and extensively screened so that the longer distance views are obscured with the only appreciable signs of ribbon development from the highway being property accesses and occasional glimpses of dwellings. Overall, the ribbon development does not significantly affect the perception of the gap. Elsewhere in the Parcel fields heavily wooded areas create breaks in the ribbon development limiting long range visibility. Loss of openness would not necessarily compromise the overall gap between the settlements in this location, however the overall scale of the gap is important to ensure that the overall experienced gap is not undermined.</p> <p>The Parcel also has a secondary function to prevent the erosion of a very broad gap between Chobham and Woodham/New Haw and between Woking and Trumps Green/Sunningdale.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G54 has been split into two parts as a result of the variance in performance across the Parcel. Parcel G54a possesses the characteristics of the countryside being heavily wooded and undeveloped. There is no notable urbanising development. | |
| | Parcel G54b exhibits some characteristics of the countryside, however the Parcel comprises a significant degree of residential development of an intensity unexpected within the countryside, compromising openness in this location. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G54 is not considered to form part of the setting of, or contribute to the special character of any historic town. | |

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| Summary | <p>Parcel G54 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 was considered to function moderately to prevent development that would result in the merging of settlements at Chobham and Woking, which are linked in this location by Station Road. As a result of significant variation in respect of the degree to which land within Parcel G54 fulfilled Purpose 3, the Parcel was subdivided for assessment purposes. Parcel G54a was considered to function strongly against Purpose 3, whilst Parcel G54b was considered to function weakly as a result of prevalent residential development.</p> |
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| Reference | G55 | |
| Name | Land southeast of Philpot Lane | |
| Description | Parcel G55 is situated to the southeast of Philpot Lane. In addition to wet meadows and small blocks of trees, the Parcel accommodates some modest scaled residential development that is generally dispersed but increases in intensity to the south of the Parcel at the junction between Station Road and Philpot Lane. Farmsteads and paddocks are also present within the Parcel. | |
| Area Size | 54.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G55 falls close to the defined large, built-up area of Woking but does not appear to provide a zone of constraint to the sprawl of the large built up area, with land outside the Borough providing a broad tract of woodland and a well-defined road situated between the Borough boundary and the limits of the urban area. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G55 is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Woking, which are linked in this location by Station Road. The Parcel falls within a moderate gap between settlements and whilst it is recognised that that there is a degree of ribbon and other development within, and close to the Parcel which could, to a degree create a sense of visual connection between the settlements, this is frequently set back from the highway and extensively screened so that the longer distance views are obscured with the only appreciable signs of ribbon development from the highway being property accesses and occasional glimpses of dwellings. Overall, the ribbon development does not significantly affect the perception of the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location, however the overall scale of the gap is important to ensure that the overall experienced gap is not undermined.</p> <p>The Parcel also has a secondary function to prevent the erosion of a very broad gap between Chobham and Woodham/New Haw and between Woking and Trumps Green/Sunningdale; although ribbon development projecting northwards towards these settlements does have some impact upon the sense of the gap, the gap nonetheless remains broad.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G55 has been split into two parts as a result of the variance in performance across the Parcel. Parcel G55a possesses the characteristics of the countryside being heavily wooded and undeveloped, other than uses not unexpected within the Green Belt. There is no notable urbanising development. | |
| | Parcel G55b exhibits some characteristics of the countryside, however the Parcel comprises a significant degree of residential development of an intensity unexpected within the countryside, compromising openness in this location. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G55 is not considered to form part of the setting of, or contribute to the special character of any historic town. | |

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| Summary | <p>Parcel G55 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements and identified historic settlements. The Parcel was also considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Woking. As a result of significant variation in respect of the degree to which land within Parcel G55 fulfilled Purpose 3, the Parcel was subdivided for assessment purposes. Parcel G55a was considered to function strongly as a result of its undeveloped countryside character and Parcel G55b was considered to function weakly against Purpose 3, containing a significant amount of residential development.</p> |
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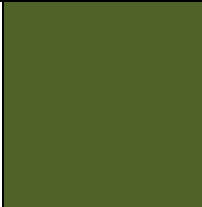
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| Reference | G56 | |
| Name | Land south west of Station Road | |
| Description | Parcel G56 is situated to the south west of Station Road. The Parcel comprises fields and sizeable areas of dense woodland, with some, generally dispersed residential development, generally comprising modestly scaled detached residential dwellings set within medium sized plots. Towards the north westernmost part of the Parcel, there are two small areas where development becomes slightly more intense in form and begins to incorporate commercial uses. | |
| Area Size | 38.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G56 falls close to the defined large, built-up area of Woking but does not appear to provide a zone of constraint to the sprawl of such an area, with land outside the Borough appearing to better perform this function through the provision of a broad tract of woodland and a well-defined road, which are situated between the Borough boundary and the limits of the urban area. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Woking, which are linked in this location by Station Road. The Parcel falls within a moderate gap between settlements and whilst it is recognised that there is a small degree of ribbon and other development within and close to the Parcel which could, to a degree create a sense of visual connection between the settlements, this is either limited in scale and influence or is frequently set back from the highway and extensively screened so that the longer distance views are obscured with the only appreciable signs of ribbon development from the highway being property accesses and occasional glimpses of dwellings. Overall, the ribbon development does not significantly affect the perception of the gap. Elsewhere in the Parcel fields and wooded areas create breaks in the ribbon development with tiers of hedging limiting long range visibility, particularly in the environs of public footpaths. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel possesses the characteristics of the countryside, comprising fields and sizeable areas of dense woodland, together with scattered residential dwellings as would usually be expected from a countryside location. The very westernmost part of the Parcel provides residential development of a scale and form slightly greater than would usually be expected from a countryside location, however this is considered to only affect openness on a localised basis and the wider Parcel is otherwise unaffected by urbanising features. As such, the impact of this area upon the character and openness of the Green Belt is not as severe as to warrant the further subdivision of the Parcel nor to undermine the otherwise strong performance of the Parcel against Purpose 3. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G56 falls partly within the washed over Green Belt settlement area of Chobham and incorporates part of the historic settlement of Chobham. Parcel G56 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 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. | |

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| Summary | Parcel G56 is 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. |
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| Reference | G57 | |
| Name | Land to the south east of Castle Grove Road and to the north of Chobham Lakes | |
| Description | Parcel G57 is situated to the south east of Castle Grove Road and north of Chobham Lakes. The Parcels comprises pastoral fields and blocks of woodland, with small-scale residential development set close to Castle Grove Road. A sewerage treatment facility is located in the south east of the Parcel. | |
| Area Size | 25.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G57 falls close to the defined large, built-up area of Woking but does not appear to provide a zone of constraint to the sprawl of such an area, with land outside the Borough appearing to better perform this function through the provision of a broad tract of woodland and a well-defined road, which are situated between the Borough boundary and the limits of the urban area. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a very strong role in preventing development that would result in the merging of the moderate gap between Bisley and Chobham (with the Parcel also influencing the perception of the gap between Chobham and West End, which are linked by Castle Grove Road). Although the gap between Bisley/West End and Chobham is reasonably broad there is a degree of prevalent ribbon development along the interconnecting routes which influences how the gap is perceived. In Parcel G57, the impact of ribbon development is limited as a result of its particular character, being frequently set back and screened from the highway, ensuring that the longer distance views are obscured with the only appreciable signs of ribbon development from the highway being property accesses and occasional glimpses of dwellings. Loss of openness would be likely to significantly undermine the actual or experienced gap, when taken cumulatively with existing intervening development.</p> <p>The Parcel is also considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and Woking. There is no direct connection between the settlements through the Parcel. Guildford Road and Castle Grove Road provide an indirect connection between the settlements. As above, it is recognised that that there is a degree of ribbon and other development within the Parcel which could create a sense of visual connection between the settlements, notwithstanding its frequently set back and screened position from the highway, ensuring that the longer distance views are obscured with the only appreciable signs of ribbon development from the highway being property accesses and occasional glimpses of dwellings. Elsewhere in the Parcel pockets of woodland ensure that a sense of a break between the settlements remains.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel generally possesses the characteristics of the countryside with fields and wooded areas prevalent, however there are urbanising features present in areas across the Parcel, including a cluster of residential development of an intensity slightly greater than expected within the Green Belt, in addition to a sewerage treatment works; these impact upon the openness of the Green Belt on a localised basis. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G57 adjoins the washed over Green Belt settlement area of Chobham and incorporates part of the historic settlement of Chobham. The historic settlement of Chobham is generally recognised for its rural village character. In this location, the Parcel provides a gateway to the historic settlement, notwithstanding this, it is not necessarily the openness of land within Parcel G59 that contributes to the setting of the historic settlement in this location, but the mature trees that mark the entrance to the settlement. | |

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| Summary | <p>Parcel G57 is 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 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 is 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.</p> |
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| Reference | G58 | |
| Name | Land to the south of Vicarage Road and to the west of the High Street Chobham | |
| Description | Parcel G58 is situated to the south of Vicarage Road and to the west of the High Street Chobham. The Parcel comprises pastoral fields, often with well vegetated boundaries. Small-scale residential development and commercial premises, in addition to nurseries, farmsteads and an adventure park are situated within the Parcel, generally located around the key routes within the Parcel. | |
| Area Size | 50.2ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G58 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Land within Parcel G58 has been split into two to reflect the variation in performance across the Parcel. Parcel 58a is considered to play a very strong role in preventing development that would result in the merging of settlements principally at Chobham and West End, but also (to a lesser degree) between Chobham and Lightwater and Bisley, which are linked by the Pennypot Lane and Bagshot Road. Although the overall gap is moderate, it is recognised that that there is a degree of ribbon and other development located between the settlements, some of which falls within Parcel G58. This has an impact upon the perception of the gap between the settlements, but in Parcel G58 the ribbon development generally has an open texture and is some cases screened from main routes, with open countryside between dwellings. Any further loss of openness would be likely to significantly undermine the experienced gap. | |
| | Parcel G58b is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the gap between settlements is already developed to a degree that openness has been lost. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Land within Parcel G58 has been split into two to reflect the significant variation in performance across the Parcel against Purpose 3. Land Parcel 58a possesses the characteristics of the countryside, comprising open fields, nurseries and farmsteads. In some, limited areas residential development is present that is of a scale and form slightly greater than would usually be expected from a countryside location, however this is considered to only affect openness on a localised basis and the wider Parcel is otherwise unaffected by urbanising features. As such, the impact of this area upon the character and openness of the Green Belt is not as severe as undermine the otherwise strong performance of the Parcel against Purpose 3. | |
| | Land Parcel 58b is developed and is dominated by urbanising features. This Parcel is not considered to exhibit any notable characteristics of the countryside. | |

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| <p>Purpose 4 – To preserve the setting and special character of historic towns</p> | <p>Parcel G58a falls partly within the washed over Green Belt settlement area of Chobham and incorporates part of the historic settlement of Chobham. In this location, the Parcel provides a rural context to footpaths (recognised as a valued feature of the Chobham Village Conservation Area) to the western part of the historic settlement, which may date from the 12th Century. The mid-section of the Parcel also provides relatively rural gateways to the historic settlement, with the countryside and historic heart of Chobham having a particularly close relationship in this location. Views of the rural backdrop to the settlement are glimpsed from viewpoints on the High Street and in this relatively high density area, act as a reminder that the town has a rural connection.</p> |  |
| | <p>Land Parcel 58b is developed and is dominated by urbanising features. As such the Parcel does not have an open character that contributes to the setting and special character of the historic town.</p> | |
| <p>Summary</p> | <p>Parcel G58 is not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. As a result of significant variation in respect of the degree to which land within Parcel G58 fulfilled the remainder of the Green Belt Purposes, the Parcel was subdivided for assessment purposes. 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. Parcel G58b is not considered to function against the remaining three Purposes of the Green Belt, owing to its developed characteristics.</p> | |

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| Reference | G59 | |
| Name | Land to the north west of Castle Grove Road | |
| Description | Parcel G59 is situated to the north west of Castle Grove Road and to the south of the settlement area of Chobham. Much of the Parcel is pastoral, with water meadows and pastoral fields bound by trees and vegetation. Relatively intense development is within the very south of the Parcel, incorporating a large horticultural nursery flanked and fronted by two large cul de sacs. | |
| Area Size | 33.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G59 falls close to the defined large, built-up area of Woking but does not appear to provide a zone of constraint to the sprawl of such an area, with land outside the Borough appearing to better perform this function through the provision of a broad tract of woodland and a well-defined road, which are situated between the Borough boundary and the limits of the urban area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Land within Parcel G59 has been split into two to reflect the variation in performance across the Parcel. Parcel G59a is considered to play a very strong role in preventing development that would result in the merging of the moderate gap between Bisley and Chobham (with the Parcel also influencing the perception of the gap between Chobham and West End, which are linked by Castle Grove Road). Although the gap between Bisley/West End and Chobham is reasonably broad there is a degree of prevalent ribbon development along the interconnecting routes which influences how the gap is perceived. Parcel G59a is rare in this location, being free from notable ribbon development and having a relatively strong rural character, with fields lined with trees which limit long range visibility. Loss of openness would be likely to significantly undermine the actual or experienced gap, when taken cumulatively with existing intervening development. | |
| | Parcel G59b is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel falls within a location where the gap between settlements has already been eroded or the Parcel is already developed to a degree that openness has been lost, interrupting the overall gap between the settlements of Bisley/West End and Chobham. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Land within Parcel G59 has been split into two to reflect the significant variation in performance across the Parcel. Land Parcel 59a principally comprises open fields with scattered dwellings, possessing the characteristics of the countryside. There is little urbanising development and little sense of urbanising influence from neighbouring land. | |
| | Land Parcel 59b exhibits some characteristics of the countryside and accommodates two large horticultural nurseries as expected within the countryside. However, the Parcel also accommodates significant amounts of 1-2 storey residential development including two large cul de sacs of suburban appearance. These have a notable impact upon the openness of the Green Belt in this location. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Parcel G59a adjoins the washed over Green Belt settlement area of Chobham and incorporates part of the historic settlement of Chobham. The historic settlement of Chobham is generally recognised for its rural village character. In this location, the Parcel provides a gateway to the historic settlement, notwithstanding this, it is not necessarily the openness of land within Parcel G59 that contributes to the setting of the | |

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| | historic settlement in this location, but the mature trees that mark the entrance to the settlement. | |
| | Parcel G59b is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | <p>Parcel G59 is not considered to function against Purpose 1 owing to its spatial relationship with identified large built-up areas. As a result of significant variation in respect of the degree to which land within Parcel G59 fulfilled the remainder of the Green Belt Purposes, the Parcel was subdivided for assessment purposes. 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. Parcel G58b is not considered to function against Purposes 2 and 4 and is considered to function only weakly against Purpose 3 as a result of its developed characteristics.</p> | |

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| Reference | G60 | |
| Name | Land to the south of Pennypot Lane and west of Lovelands Lane | |
| Description | Parcel G60 is situated to the south of Pennypot Lane and to the west of Lovelands Lane. The Parcel comprises wet meadows edged with trees and a small area of land used as a travelling show people site. | |
| Area Size | 6.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G60 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G60 is considered to play a very strong role in preventing development that would result in the merging of settlements principally at Chobham and West End, but also (to a lesser degree) between Chobham and Bisley, which are linked by the Pennypot Lane. Although the overall gap is moderate, it is recognised that there is a degree of ribbon and other development located between the settlements. This has an impact upon the perception of the gap between the settlements. Land within Parcel G60 provides one of the most successfully performing parts of the gap between the settlements, providing a good rural break between the settlements. Any further loss of openness would be likely to significantly undermine the experienced gap. The Parcel also has a secondary function to prevent the erosion of the gap between of Windlesham and Woking, the Parcel providing part of the broad rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, comprising a pastoral field edged with trees, hedges and vegetation. There is only one notable area of urbanising development situated within the Parcel, comprising a small area of land used as a travelling show people site. However this has only a very limited impact upon the openness of the Green Belt, given the small scale of the development and limited built form. As such it is not considered that this undermines the otherwise strong performance of the Parcel against Purpose 3. There is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G60 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. | |

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| Reference | G61 | |
| Name | Land between The Bourne and Scotts Grove Road | |
| Description | Parcel G61 is situated to the south of Pennypot Lane and to the north of Scotts Grove Road. The Parcel principally comprises pastoral fields and wet meadows with some small, scattered wooded areas. A handful of residential dwellings/farmsteads are situated within the Parcel. | |
| Area Size | 23.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G61 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel 61 is considered to play a very strong role in preventing development that would result in the merging of settlements principally at Chobham and West End, but also (to a lesser degree) between Chobham and Bisley, which are linked by the Scotts Grove Road. Although the overall gap is moderate, it is recognised that there is a degree of ribbon and other development located between the settlements. This has an impact upon the perception of the gap between the settlements. Land within Parcel G60 provides one of the most successfully performing parts of the gap between the settlements, providing a good rural break between the settlements. Any further loss of openness would be likely to significantly undermine the experienced gap. The Parcel also has a secondary function to prevent the erosion of the gap between of Windlesham and Woking, the Parcel providing part of the broad rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, comprising pastoral fields and wet meadows with small pockets of woodland in addition to scattered dwellings/farmsteads. The Parcel exhibits no notable urbanising features and there is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G61 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. | |

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| Reference | G62 | |
| Name | Land to the south of Scotts Grove Road and to the east of Guildford Road | |
| Description | Parcel G62 is situated to the south of Scotts Grove Road and to the east of Guildford Road. The Parcel comprises pastoral fields edged with trees, hedges and vegetation, together with dispersed blocks of woodland. Across the Parcel there is a scattering of nurseries and residential dwellings, in addition to a commercial complex to the south east of the settlement of West End. Some land within the Parcel is within recreational use, as a recreation ground and a golf course. | |
| Area Size | 67.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G62 falls close to the defined large, built-up area of Woking but does not appear to provide a zone of constraint to the sprawl of such an area, with land outside the Borough providing a broad tract of woodland and a well-defined road situated between the Borough boundary and the limits of the urban area. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel G62 is considered to play a very strong role in preventing development that would result in the merging of settlements at West End and Bisley. The Parcel falls within a narrow gap between the settlements and whilst a commercial site close to West End does have some detrimental impact upon the sense of the gap, the reminder of the gap provided by the Parcel provides a strong, rural and wooded break between the settlements.</p> <p>The Parcel is considered to play a very strong role in preventing development that would result in the merging of Bisley and Chobham (with the Parcel also influencing the perception of the gap between Chobham and West End, which are linked by Castle Grove Road). Although the gap between Bisley/West End and Chobham is reasonably broad, the Parcel provides the strongest part of the rural break between the settlements, with a significant degree of visible ribbon development between the settlements, along the course of Castle Grove Road and Scotts Grove Road all of which diminishes the impression of the gap and renders Parcel G62 of greater importance to the sense of the gap. Loss of openness would be likely to significantly undermine the actual or experienced gap.</p> <p>The Parcel also has a secondary function to prevent the erosion of the gap between of West End and Woking, the Parcel providing part of the medium sized, rural break between the settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, comprising pastoral fields edged with trees, hedges and vegetation, together with dispersed blocks of woodland and other uses expected within the countryside, including nurseries, scattered dwellings and land in recreational use. There is only one notable area of urbanising development, situated close to West End and comprising a vehicle hire and pallet making facility; however this has only a very limited impact upon the openness of the Green Belt, given the small scale of the development, temporary nature of aspects of the facilities and limited built form. As such it is not considered that this undermines the otherwise strong performance of the Parcel against Purpose 3. There is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |

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| Summary | 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. |
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| Reference | G63 | |
| Name | Land to the south of Beldam Bridge Road | |
| Description | Parcel G63 is situated to the south of Beldam Bridge Road. The Parcel principally comprises pastoral fields with a small scattering of residential properties and farmsteads. The Parcel becomes more wooded to the south. | |
| Area Size | 6.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G63 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel 63 is considered to play a very strong role in preventing development that would result in the merging of settlements principally at Chobham and West End. Although the overall gap is moderate, it is recognised that that there is a degree of ribbon and other development located between the settlements. This has an impact upon the perception of the gap between the settlements. Land within Parcel G63 provides one of the most successfully performing parts of the gap between the settlements, providing a good rural break between the settlements. Any further loss of openness would be likely to significantly undermine the experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, comprising pastoral fields with wooded areas in addition to scattered dwellings/farmsteads. The Parcel exhibits no notable urbanising features and there is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | 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. | |

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| Reference | G64 | |
| Name | Land to the east of the A322 Guildford Road and south of Church Lane | |
| Description | Land Parcel G64 is situated to the east of the A322 Guildford Road and south of Church Lane. The Parcel comprises pastoral fields edged with trees, hedges and vegetation, together with dispersed blocks of woodland. A small cluster of small scale residential and community development is located in the northernmost part of the Parcel. | |
| Area Size | 38.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G64 lies in very close proximity 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, particularly given that residential development (within Woking Borough) is present between Parcel G64 and defined settlement of Woking, giving the possible impression that the settlement boundaries lie further northwards than as defined. The limited part of the Parcel that lies closest to the urban area of Woking is well wooded and provides a clear demarcation of the rural and urban areas. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements of Bisley and Woking. The Parcel falls within a narrow gap between settlements and provides a strong wooded break between them. Loss of openness would be likely to significantly undermine the actual or experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G64 possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising open fields. Development is generally limited to buildings and uses otherwise expected in the countryside, notwithstanding a small cluster of dwellings within the northernmost part of the Parcel, which are only slightly more intense in form than would usually be expected within the countryside. There is no notable sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | 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. | |
| Other comments | Parcel G64 falls at the periphery of the Borough and the southern boundary of this Parcel is artificially defined by the Borough boundary. Were the southern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel G64 would incorporate land within Woking. For this reason, the findings of this Study are cross-referenced against the findings of the Woking Green Belt Review 2014 as this study provides a comprehensive review of all Green Belt land within the Borough. Land within Woking [Woking reference Assessment Parcel 23] that is associated with Parcel G64 is classified under the terms of the Woking study as being either critically or majorly important in respect of Purposes 1, 2 and 3. The | |

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| | <p>findings of both the Surrey Heath and Woking assessments arrive at similar conclusions in respect of Purposes 1, 2 and 3; this could be attributable to the proximity of land in both Boroughs to the urban edge and the clear distinction between the rural and urban areas. Despite a common conclusion being reached in respect of Purpose 2, it is noted that each study focuses on different spatial relationships and so the cross over in this respect is purely by coincidence. Notwithstanding this, the findings are justifiable in the context of the spatial distribution of settlements.</p> |
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| Reference | G65 | |
| Name | Land to the east of the A322 Guildford Road and north of Church Lane | |
| Description | Land Parcel G65 is situated to the east of the A322 Guildford Road and to the north of Church Lane. The Parcel comprises a large green lined with trees. Elsewhere in the Parcel two community halls and a handful of dwellings are located. | |
| Area Size | 3.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G65 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements of Bisley and West End. The Parcel falls within a narrow gap between settlements and provides a strong wooded break between them, with the impact of any development within the Parcel upon the perception of the gap generally limited by virtue of tree screening. Loss of openness would be likely to significantly undermine the actual or experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G65 possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising a large tree lined green. Two community halls are situated within the Parcel, however given the small scale of the development, it is not considered that this undermines the otherwise strong performance of the Parcel against Purpose 3. There is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G65 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. | |

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| Reference | G66 | |
| Name | Land to the west of Guildford Road and to the south west of the settlement area of Bisley | |
| Description | Land Parcel G66 is located to the west of Guildford Road and to the south west of the defined settlement area of Bisley. The Parcel comprises a mix of pastoral farmland with dispersed blocks of woodland and common land. Farms and paddocks are present within the Parcel, as are a number of dwellings, situated close to the settlement area of Bisley and along the course of Queens Road. | |
| Area Size | 73.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G66 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at Bisley and Woking. The Parcel falls within a narrow gap between the settlements and provides a strong wooded break between them, ensuring that a sense of disconnection between the settlements remains. Loss of openness would be likely to significantly undermine the actual or experienced gap.</p> <p>The Parcel also has a secondary role in preventing development that would the merging of the moderate gap between settlements at between Bisley and Brookwood, although it is noted that some, limited ribbon development within Parcel G66 does lead to some sense of connection between the settlements.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, comprising common land, pastoral fields edged with trees, together with dispersed blocks of woodland and other uses expected within the countryside, including nurseries and scattered dwellings. There are two areas where openness is compromised by features unexpected within the Green Belt, both incorporating residential development of intensity slightly greater than would usually be expected within the countryside. These have a localised impact upon the openness of the Green Belt, but given the limited scale of these erosions, it is not considered that they undermine the otherwise strong performance of the wider Parcel against Purpose 3. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | 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. | |

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| Other comments | <p>Parcel G66 falls at the periphery of the Borough and the southern boundary of this Parcel is artificially defined by the Borough boundary. Were the southern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel G66 would incorporate land within Woking. For this reason, the findings of this Study are cross-referenced against the findings of the Woking Green Belt Review 2014 as this study provides a comprehensive review of all Green Belt land within the Borough. Land within Woking [Woking reference Assessment Parcel 23] that is associated with Parcel G66 is classified under the terms of the Woking study as being either critically or majorly important in respect of Purposes 1, 2 and 3. The findings of both the Surrey Heath and Woking assessments arrive at similar conclusions in respect of Purposes 1 2 and 3, the proximity of land in both Boroughs to the urban edge and the clear distinction between the rural and urban areas. Despite a common conclusion being reached in respect of Purpose 2, it is noted that each study focuses on different spatial relationships and so the cross over in this respect is purely by coincidence. Notwithstanding this, the findings are justifiable in the context of the spatial distribution of settlements.</p> |
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| Reference | G67 | |
| Name | Land to the north and west of the settlement area of Bisley | |
| Description | Land Parcel G67 is located to the west of Guildford Road and wraps around the north and west of the defined settlement area of Bisley. The Parcel comprises a mix of pastoral farmland with dispersed blocks of woodland together with some linear areas of heathland projecting into the Parcel from the west. Farms, horticultural nurseries and dispersed dwellings (sometimes also found in small clusters) are found throughout the Parcel. A large cluster of development is found at HMP Coldingley. | |
| Area Size | 130ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G67 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel G67 has been split into three as a result of the variance in performance across the Parcel. Parcel 67a is considered to play a very strong role in preventing development that would result in the merging of settlements along the course of the A322, at West End and Bisley; these settlements are separated by a narrow gap only and fields and public open spaces, often lined by trees all limit inter-visibility between the settlements across the narrow gap. Loss of openness would be likely to significantly undermine the actual and experienced gap. The Parcel also has a secondary function to prevent the merging of West End and settlements within the west of Surrey Heath, however, in this instance, the gap is so broad that some loss of openness is unlikely to influence the perception of the separation of settlements. | |
| | Land within Parcel G67b plays no appreciable role in preventing the merging or erosion of the visual or physical gap between any settlements; openness has been lost in this location. | |
| | Parcel G67c is considered to play a very limited role in preventing the merging of settlements as a result of its location. The Parcel does play some role in preventing development that would result in the erosion of the moderate gap between Bisley and Brookwood (by adjoining Queens Road, which links the settlements) however, ribbon development within the Parcel already affects the visual perception of the gap between the settlements to some degree, with the most effective part of the gap between settlements falling outside of the Borough. | |

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| Purpose 3 – To assist in safeguarding the countryside from development | <p>Parcel G67 has been split into three as a result of the variance in performance across the Parcel against Purpose 3.</p> <p>Land within Parcel G67a possesses the characteristics of the countryside and is largely open in character, comprising pasture and woodland together with farmsteads, horticultural nurseries and dispersed dwellings otherwise expected within the countryside.</p> | |
| | <p>Parcel G67b contains HMP Coldingly. In this location, 1 – 4 storey development impacts significantly upon the openness of the Green Belt and has an urbanising characteristic. The Parcel is extensively developed.</p> | |
| | <p>Land within Parcel G67c possesses the characteristics of the countryside and is largely open in character, comprising pasture and woodland together with farmsteads, horticultural nurseries and dispersed dwellings otherwise expected within the countryside. There is however a notable degree of urbanising influence arising from development at HMP Coldingly and to a lesser degree, the settlement of Bisley, which projects into the Green Belt in this location and encloses the Parcel on two sides</p> | |
| Purpose 4 – To preserve the setting and special character of historic towns | <p>The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town.</p> | |
| Summary | <p>Parcel G67 is not considered to function against Purposes 1 and 4 owing to its spatial relationship with identified large built-up areas and historic settlements. As a result of significant variation in respect of the degree to which land within Parcel G67 fulfilled Purposes 2 and 3, the Parcel was subdivided for assessment purposes. As a result of its strong countryside character and the role played by the Parcel in preventing development that would result in the merging of settlements at West End and Bisley, Parcel G67a was considered to function strongly against Purposes 2 and 3. Conversely, owing to the developed nature of Parcel G67b, this Parcel was considered to have no function against these Purposes. Parcel G67c was considered to function weakly to moderately against Purposes 2 and 3.</p> | |

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| Reference | G68 | |
| Name | Land between Ford Road and Lucas Green Road | |
| Description | Land Parcel G68 is situated to the west of the A322 Guildford Road and is situated between Ford Road and Lucas Green Road. The Parcel principally comprises fragmented woodland and pastoral fields, but also accommodates a small number of residential properties that are generally small to moderate in scale, set within modest plots and enclosed by greenery. A large horticultural nursery is situated within the Parcel. | |
| Area Size | 3.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G68 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements of Bisley and West End. The Parcel falls within a narrow gap between settlements and provides a strong rural break between them, with the impact of any development within the Parcel upon the perception of the gap generally limited by virtue of tree screening. Although ribbon development is present within the Parcel, these routes do not directly connect the settlements. Loss of openness would be likely to significantly undermine the actual or experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G68 possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising open fields, and development otherwise expected within the countryside, including a large horticultural nursery. Although this has some impact upon the openness of the Green Belt, it is a use not unexpected within a rural location. Residential development situated to the roadsides in the south and north west of the Parcel is slightly more intense than would usually be expected in the countryside, however it is not considered that this undermines the otherwise strong performance of the Parcel against Purpose 3. There is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | 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. | |

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| Reference | G69 | |
| Name | Land between Lucas Green Road and Guildford Road | |
| Description | Land Parcel G69 is situated to the west of the A322 Guildford Road and is situated between Guildford Road and Lucas Green Road. The Parcel comprises a horticultural nursery and a small number of residential properties of modest scale, set within large plots. The Parcel is bound to the south by the Bourne and becomes more wooded in this location. | |
| Area Size | 38.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G69 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements at West End and Bisley. In this location, there is a notable degree of development to the adjacent side of Guildford Road opposite the Parcel, which heavily influences the sense of the gap when experienced from the vicinity of the Guildford Road. This is further influenced as a result of the development within the Parcel itself, although the impact of some of this development is limited to a degree as a result of the screening to the front of the properties. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G69 possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising open fields, and development otherwise expected within the countryside, including a small horticultural nursery and a handful of modest residential dwellings of a character and number not unexpected within the countryside. There is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G69 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 Purpose 3 as a result of its open, countryside character, but only weakly against Purpose 2, as a result of the influence of nearby development. | |

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| Reference | G70 | |
| Name | Land to the north of Lucas Green Road | |
| Description | Parcel G70 is situated to the north of Lucas Green Road. The Parcel principally comprises pastoral fields edged with hedges and trees, in addition to extensive blocks of trees and dispersed residential dwellings. A large commercial facility is located to the south west of the Parcel. | |
| Area Size | 43.06ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G70 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements along the course of the A322, at West End and Bisley; these settlements are separated by a narrow gap only and fields often surrounded by trees and hedges, all given the impression of a rural break between the settlements and limit inter-visibility between the settlements across the narrow gap, which is only very slightly affected by ribbon development. Loss of openness would be likely to significantly undermine the actual and experienced gap. The Parcel also has a secondary function to prevent the merging of West End and settlements within the west of Surrey Heath however, in this instance, the gap is so broad that some loss of openness is unlikely to influence the perception of the separation of settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G70 has been split into two Parcels as a result of the very significant variation in performance against Purpose 3 across the Parcel. Parcel G70a possesses the characteristics of the countryside, being almost entirely open and undeveloped with little sense of urbanising influence arising from any other land. | |
| | Parcel G70b possesses some characteristics of the countryside, but is dominated by a large commercial estate covering an area of approximately 3.5ha in total. The development is urbanising in character, comprising a number of single storey buildings of varying scale spread across the site, with intervening hardstanding. This compromises the openness of the Green Belt in this location. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G70 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 well to preventing development that would result in the merging of settlements along the course of the A322, at West End and Bisley, however as a result of significant variation in respect of the degree to which land within Parcel G70 fulfilled Purpose 3, the Parcel was subdivided for the purposes of the Purpose 3 assessment, with Parcel G70a considered to exhibit an open countryside character and Parcel G70b identified as having | |

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| | been undermined by development. |
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| Reference | G71 | |
| Name | Land to the west of Guildford Road and the settlement area of West End | |
| Description | Parcel G71 is situated to the west of the Guildford Road and wraps around the north, west and south of the defined settlement area of West End. The Parcel principally comprises pastoral land with medium sized fields edged with hedges and trees. To the north of the Parcel, areas of wooded heathland are located. Small clusters of generally small scale residential development are found in some areas, in addition to dispersed residential and horticultural development and farmsteads. | |
| Area Size | 64.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel G71 is not adjacent or close to any defined large, built-up areas and do not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements along the course of the A322, at Lightwater, West End and Bisley; these settlements are separated by narrow gaps only and in each case, fields and wooded areas all limit inter-visibility between the settlements across the narrow gap, which is only very slightly affected by ribbon development. Loss of openness would be likely to significantly undermine the actual and experienced gap. The Parcel also has a secondary function to prevent the merging of West End and settlements within the west of Surrey Heath, however, in this instance, the gap is so broad that some loss of openness is unlikely to influence the perception of the separation of settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G71 generally possesses the characteristics of the countryside, comprising open fields, scattered farmsteads and nurseries and some dispersed residential development otherwise expected in the countryside. In some locations there are small clusters of residential development that are slightly more intense than would usually be expected within the countryside, but the impact of these upon the openness of the Green Belt is limited and it is not considered that these area undermine the otherwise strong performance of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel G71 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 Lightwater, Bisley and West End. | |

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| Reference | C1 | |
| Name | Land to the north of the A30 London Road and to the west of the A322 Bracknell Road | |
| Description | Parcel C1 is bound to the south by the A30 London Road and is defined to its northerly boundary by the Borough Boundary. The undulating Parcel comprises extensive tracts of open heath with scrub and dispersed blocks of woodland to the west, with land becoming more heavily wooded to the north west of the settlement of Bagshot. To the southern and eastern extremities of the Parcel, the Parcel comprises a parkland landscape, most notably at Bagshot Park and Pennyhill Park. | |
| Area Size | 660.2ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C1 is adjacent to the large built up area of Camberley and provides the nearest zone of constraint to the expansion of the area. The boundary between the rural and urban areas is mostly demarcated by extensively wooded areas and tracks. There is one small scale and localised example (at Pine Ridge Infant School) where development crosses the threshold between the two areas, however the woodland and paths surrounding the school and within Parcel C1 appear to provide a demonstrable limit to the site. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>Parcel C1 is considered to play a very strong role in preventing development that would result in the merging of settlements at Bagshot and Camberley. The Parcel falls within a narrow gap between settlements and provides a strong visual break between them, having a rural character and partially tree'd appearance which above all limits inter-visibility between the settlements across the relatively narrow gap. Some ribbon development is located within the Parcel, but generally has very limited impact upon the sense of the gap. Loss of openness would be likely to significantly undermine the actual and experienced gap.</p> <p>Land within Parcel C1 is also considered to prevent development within a gap between Bagshot and Bracknell, although this gap is broad. Land within Parcel C1 play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements at Bagshot and Windlesham, being partly undermined by a large hotel and restaurant complex located on and highly visible from the A30 London Road.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, comprising parkland and open and wooded heathland. The Parcel exhibits a significant degree of openness. Development is generally limited to buildings and uses expected in the countryside, including a country house and hotel. Although neighbouring settlements enclose some areas of the countryside in this location, the well tree'd character of the Parcel and the small scale nature of the adjoining development ensures that there is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The openness and countryside character of the Land Parcel play a significant role in enhancing the setting and special character of the historic settlement of Bagshot, with the Parcel providing a rural aspect to the north westernmost part of the settlement, where the Bagshot Church Road Conservation Area abuts the countryside. The open countryside within the Parcel is recognised as enhancing the setting of St Anne's Church, with important inter-visibility between the Church and surrounding rural environment. | |

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| Summary | Parcel C1 is considered to function strongly against all Purposes of the Green Belt, owing to its open, countryside character, the role the Parcel plays in preventing development within a narrow gap between Bagshot and Camberley and Frimley and checking urban sprawl from Camberley and Frimley. The Parcel's countryside character also contributes to the setting of the Bagshot Church Road Conservation Area. |
| Other Comments: | Parcel C1 falls at the periphery of the Borough and the northern boundary of this Parcel is artificially defined by the Borough boundary. Were the northern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel C1 would incorporate land within Bracknell Forest. Notwithstanding this, it does not appear that Bracknell Forest has undertaken a study (of how the Borough's countryside performs in respect of the purposes of the Green Belt) against which the findings of this study can be cross-referenced. |

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| Reference | C2 | |
| Name | Land to the north of the A30 London Road and to the south of Upper College Ride | |
| Description | Parcel C2 is bound to the south by the A30 London Road and to the north by Upper College Ride. The lightly undulating Parcel is extensively wooded, with only a handful of pockets of non-wooded areas. Development within the Borough is limited to a small school complex, in addition to a community facility. | |
| Area Size | 20.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C2 is adjacent to the large built up area of Camberley and provides the nearest zone of constraint to the expansion of the area. The boundary between the rural and urban areas is mostly demarcated by extensively wooded areas and tracks. There are two small scale and localised examples where development crosses the threshold between the two areas (at Lorraine School and Camberley Judo Club) however the woodland surrounding these features within Parcel C2 appear to provide a demonstrable limit to the site. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C2 is considered to play no appreciable role in preventing the merging or erosion of the visual or physical gap between settlements. The Parcel is largely surrounded by the settlement of Camberley. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, being extensively wooded and generally free from development, notwithstanding a School complex (not unexpected within the countryside) and a community complex, which does impact upon openness on a localised basis but is not considered to undermine the wider performance of the Parcel. There is some scope for urbanising influence from the surrounding land, with the settlement of Camberley wrapping around most of the Parcel, however the wooded characteristics of the Parcel ensure that this influence is limited. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C2 is considered to function to constrain the sprawl of Frimley and Camberley but, owing to its location, is not considered to play any appreciable role in respect of Purposes 2 and 4. Despite being surrounded by settlement on three sides, the wooded Parcel exhibits a strong, countryside character. | |

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| Reference | C3 | |
| Name | Land at the Royal Military Academy | |
| Description | Parcel C3 is bound to the south by the A30 London Road and is defined to its northerly boundary by the Borough Boundary. The Parcel principally comprises the Sandhurst Royal Military College grounds, including parkland and two large lakes surrounded by woodland. There are a handful of buildings dispersed throughout the Parcel; notwithstanding the staff college complex, these are generally small to moderate scale and clustered around internal roads and the A30 London Road. | |
| Area Size | 105.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C3 is adjacent to the large built up area of Camberley and provides the nearest zone of constraint to the expansion of the area. The boundary between the rural and urban areas is mostly demarcated by the A30 London Road in addition to extensively wooded areas and fencing. There is one small scale, localised example (adjacent to the A30) where development crosses the threshold between the two areas, however the woodland and paths surrounding the development appear to provide a demonstrable limit to the site. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a moderate role in preventing development that would result in the further merging of settlements at Camberley and Sandhurst. Although the settlements of Camberley and Sandhurst are already connected at the north western extent of Camberley, land within Parcel C3 is considered to contribute effectively to the ensuring that some sense of the gap between settlements remains, principally providing a well tree'd break between the settlements. Some loss of openness would not necessarily compromise the overall gap between the settlements in this location (particularly given the absence of connecting routes); however the overall scale of the gap is important to ensure that the overall actual gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel generally possesses the characteristics of the countryside, comprising open and extensive wooded parkland. There are however a number of generally small-scale urbanising features scattered throughout the Parcel; these are generally small to moderate scale and clustered around internal roads and the A30 London Road. These are considered to compromise openness in areas throughout the Parcel. There is some degree of urbanising influence from neighbouring land, with parts of the Parcel bound to the south, east and north by the settlements of Camberley, although in some locations the urbanising impact is limited by wooded areas. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C3 is considered to function strongly to constrain the sprawl of Frimley and Camberley and plays a moderate role in preventing development that would result in the further merging of settlements at Camberley and Sandhurst. The open countryside character of the Parcel is compromised to a degree by development scattered throughout the Parcel and as a result of the Parcel's location in relation to identified historic settlements, the Parcel is not considered to function against Purpose 4. | |

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| Other Comments: | Parcel C3 falls at the periphery of the Borough and the northern boundary of this Parcel is artificially defined by the Borough boundary. Were the northern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel C3 would incorporate land within Bracknell Forest. Notwithstanding this, it does not appear that Bracknell Forest has undertaken a study (of how the Boroughs countryside performs in respect of the purposes of the Green Belt) against which the findings of this study can be cross-referenced. |
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| Reference | C4 | |
| Name | Land to the north west of Riverside Way | |
| Description | Parcel C4 is a small Parcel located to the north west of Riverside Way. The A331 crosses the Parcel (as a result of the approach taken to the subdivision of Parcels which requires smaller Parcels to be incorporated into adjoining Parcels). Notwithstanding highways infrastructure, the Parcel is generally wooded, in addition to incorporating a lake and a small area of car parking serving a neighbouring industrial use. | |
| Area Size | 5.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C4 is situated adjacent to the large built up area of Camberley and Frimley and close to the large built up area of Blackwater and Hawley. In the case of Camberley and Frimley, the Parcel provides the nearest zone of constraint to the expansion of the area; however on balance, the point at which the two areas meet is diffuse in character with some infrastructure associated with adjacent development projecting into the countryside. In respect of Blackwater and Hawley, it is considered that features outside of the Parcel play a significantly greater role in constraining sprawl from the settlement, with land in Parcel C4 having only a secondary role in this respect. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to function strongly to prevent development that would otherwise lead to the merging of Hawley/Blackwater and Camberley and Frimley, with an extremely limited gap of under 300m between the settlements at the closest point. There is no ribbon development within the Parcel. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C4 is generally open and undeveloped. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C4 is not considered to function against Purpose 4, owing to its distance from identified historic settlements and is considered to function only weakly against Purpose 1, as a result of the diffuse nature of the boundary between the Parcel and the large built up area of Camberley and Frimley. Parcel C4 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 otherwise lead to the merging of Hawley/Blackwater and Camberley and Frimley. | |

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| Reference | C5 | |
| Name | Land to the South East of Riverside Way | |
| Description | Parcel C5 is a small Parcel located to the south east of Riverside Way. The Parcel accommodates a lake and is largely wooded. | |
| Area Size | 3.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C6 is situated adjacent to the large built up area of Camberley and Frimley and very close to the large built up area of Blackwater and Hawley. In the case of Camberley and Frimley, the Parcel provides the nearest zone of constraint to the expansion of the area and whilst there are no permanent features defining the boundary between the two areas, a lake and wooded areas have demonstrably contained sprawl from the neighbouring area. In respect of Blackwater and Hawley, it is considered that features outside of the Parcel play a significantly greater role in constraining sprawl from the settlement, with land in Parcel C5 having only a secondary role in this respect. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to function strongly to prevent development that would otherwise lead to the merging of Hawley/Blackwater and Camberley and Frimley, with an extremely limited gap of under 400m between the settlements at the closest point. There is no ribbon development within the Parcel. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C5 is generally open and undeveloped. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C5 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C5 is 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 otherwise lead to the merging of Hawley/Blackwater and Camberley and Frimley. The Parcel provides the nearest zone of constraint to the expansion of Camberley and Frimley; whilst there are no permanent features defining the boundary between the two areas, features within the Parcel have demonstrably contained sprawl from the neighbouring area. | |

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| Reference | C6 | |
| Name | Land north west of Junction 4 of the M3 Motorway | |
| Description | Parcel C6 is a small Parcel located to the north west of the M3 Motorway. The Parcel comprises part of Hawley Meadows SANG and is partially wooded. The south easternmost part of the Parcel comprises the northern slip road for the motorway junction (as a result of the approach taken to the subdivision of Parcels which requires smaller Parcels to be incorporated into adjoining Parcels) | |
| Area Size | 9.5ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C6 is situated very close to both the large built up area of Camberley and Frimley and the large built up area of Farnborough. A train line marks the urban limit of Farnborough and whilst this lies outside of the Parcel, land within the Parcel is still considered to ensure that the train line can be understood as the urban limit of Farnborough. In the case of Camberley and Frimley, land outside of the Parcel is considered to play a more significant role in checking the unrestricted sprawl of the urban area, however the land still valuable in this context. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to function strongly to prevent development that would otherwise lead to the merging of Farnborough and Camberley and Frimley, with an extremely limited gap of under 350m between the settlements at the closest point. There is no ribbon development within the Parcel. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C6 is generally open and undeveloped; although a slip road serving the M3 Motorway is located in the south easternmost part of the Parcel and has a slightly urbanising character, it is not considered that this undermines the strong performance of the rest of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C6 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C6 is otherwise considered to function strongly against Purposes 1, 2 and 3, owing to its open character, capacity to prevent development that would otherwise lead to the merging of Farnborough and Camberley and Frimley and location, providing the nearest zone of constraint to the expansion of Farnborough. | |

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| Reference | C7 | |
| Name | Land between the A331 and the Ascot to Guildford railway line | |
| Description | Parcel C7 is a small Parcel located the south of the Ascot to Guildford railway line. The Parcel is heavily wooded. | |
| Area Size | 7.1ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C7 is situated adjacent to the large built up area of Camberley and Frimley and very close to the large built up area of Farnborough. In the case of Camberley and Frimley, the Parcel provides the nearest zone of constraint to the expansion of the area, with the boundary between the two areas clearly demarcated by a railway line or other non-permanent features. There is no evidence of existing urban sprawl. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to function strongly to prevent development that would otherwise lead to the merging of Farnborough and Camberley and Frimley, with an extremely limited gap of under 350m between the settlements at the closest point. There is no ribbon development within the Parcel. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C7 is generally open and undeveloped, exhibiting the characteristics of the countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C7 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C7 is otherwise considered to function strongly against Purposes 1, 2 and 3, owing to its open character, capacity to prevent development that would otherwise lead to the merging of Farnborough and Camberley and Frimley and location, providing the nearest zone of constraint to the expansion of Camberley and Frimley. | |

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| Reference | C8 | |
| Name | Land to the south of Junction 4 of the M3 Motorway | |
| Description | Parcel C8 is a small Parcel located the south of the Junction 4 of the M3 Motorway. The Parcel is largely wooded but is fragmented owing to the presence of highways infrastructure. | |
| Area Size | 7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C8 is situated adjacent to the large built up area of Camberley and Frimley and very close to the large built up area of Farnborough. In the case of Camberley and Frimley, the Parcel provides the nearest zone of constraint to the expansion of the area, with the boundary between the two areas clearly demarcated by a railway line. There is no evidence of existing urban sprawl. | |
| Purpose 2 - To prevent neighbouring towns from merging | The settlements of Camberley and Frimley and Farnborough are connected directly to the south east of the Parcel, allowing the Parcel little opportunity to contribute significantly to a sense of separation between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits some characteristics of the countryside, however the countryside within the Parcel is detrimentally affected by the urbanising highways which encircle it and compromise the openness of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C8 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C8 is otherwise considered to function strongly against Purpose 1, providing the nearest zone of constraint to the expansion of Camberley and Frimley and weakly against Purposes 2 and 3, owing to the impact of development within and surrounding the Parcel. | |

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| Reference | C9 | |
| Name | Land to the south west of the Ascot to Guildford railway line and to the south east of the A325 | |
| Description | Parcel C9 is a small Parcel located the south west of the Ascot to Guildford railway line and to the south east of the A325. The Parcel comprises wooded areas and a small pond surrounded by highways infrastructure. | |
| Area Size | 2.1ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C9 is situated adjacent to the large built up area of Camberley and Frimley and very close to the large built up area of Farnborough. In the case of Camberley and Frimley, the Parcel provides the nearest zone of constraint to the expansion of the area, with the boundary between the two areas clearly demarcated by a railway line. There is no evidence of existing urban sprawl. | |
| Purpose 2 - To prevent neighbouring towns from merging | The settlements of Camberley and Frimley and Farnborough are connected directly to the north west of the Parcel, allowing the Parcel little opportunity to contribute significantly to a sense of separation between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits some characteristics of the countryside, however the countryside within the Parcel is detrimentally affected by the urbanising highways which encircle it and compromise the openness of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C9 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C9 is otherwise considered to function strongly against Purpose 1, providing the nearest zone of constraint to the expansion of Camberley and Frimley and weakly against Purposes 2 and 3, owing to the impact of development surrounding the Parcel. | |

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| Reference | C10 |
| Name | Land to the east of the River Blackwater and to the north of the South West main line |
| Description | Parcel C10 is situated to the east of the River Blackwater and to the north of the South West main line. The relatively flat Parcel contains a series of lakes formed from gravel pits, surrounded by extensive woodland. |
| Area Size | 50ha |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Land Parcel is directly adjacent to the large built up area of Camberley and Frimley and provides the nearest zone of constraint to the expansion of the area. The Ascot to Guildford train line provides a recognisable feature which can be clearly understood as a limit to urban expansion, with land beyond the railway line within the Parcel . Such features may have already demonstrably checked sprawl. And there will be no notable evidence of urban sprawl beyond the feature. |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to function strongly to prevent development that would otherwise lead to the merging of Farnborough and Camberley and Frimley, with an extremely limited gap of under 300m between the settlements at the closest point. There is no ribbon development within the Parcel. |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, comprising lakes and woodland. The Parcel is undeveloped and owing to the Parcels wooded characteristics, there is no notable sense of urbanising influence from neighbouring land. |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. |
| Summary | Parcel C10 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C10 is otherwise considered to function strongly against Purposes 1, 2 and 3, providing the nearest zone of constraint to the expansion of Camberley and Frimley, preventing the merging of Camberley and Frimley with Farnborough and exhibiting an open, countryside character. |

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| Reference | C11 | |
| Name | Land at Sturt Chord | |
| Description | Parcel C11 is bound to the west by the Ascot to Guildford train line and to the south by the South Western Main Line. The Parcel is small, comprising an open field bound by trees and hedging. The Parcel is adjoined to the north east by a housing estate. | |
| Area Size | 2.36ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Parcel lies adjacent to the large built up area of Camberley and Frimley and provides the nearest zone of constraint to the expansion of the area. Notwithstanding this, the Parcel does not provide a permanent feature which can be understood as a limit to urban expansion, with the boundary between the areas defined by fencing alone. There is no appreciable evidence of urban sprawl. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging of settlements. The Parcel is small and cut off from adjoining countryside by transport infrastructure, limiting its capacity to contribute to the wider gap between settlements at Frimley and Farnborough. Loss of openness would not be perceived as reducing the gap between settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel generally possesses the characteristics of the countryside, being open and undeveloped in character. However, the small Parcel is surrounded by railway lines on two sides and on a third by a housing estate as a result the strong performance of the Parcel against Purpose 3 is notably undermined by surrounding urbanising influences, which cut the Parcel off from any wider countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C11 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C11 is otherwise considered to function moderately to weakly against Purposes 1, 2 and 3. The Parcel does provide the nearest zone of constraint to the expansion of Camberley and Frimley, but as a result of its location, it has little capacity to prevent the merging of settlements and its open character is detrimentally influenced by surrounding development. | |

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| Reference | C12 | |
| Name | Land at the Blackwater Valley Route to the south of the South West main line | |
| Description | Parcel C12 is situated to the south of the South West main line. The Parcel principally comprises small wooded areas, fragmented by highways infrastructure comprising a junction on the A331 serving Mytchett and Farnborough Park. | |
| Area Size | 23.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Parcel lies close to the large built up area of Farnborough and Aldershot. Whilst features outside of the Parcel (the North Down main line) provide the nearest zone of constraint to the expansion of the area, land within the Land Parcel is considered to play an important role in ensuring the boundary between the two areas can be clearly understood. There is no notable evidence of urban sprawl beyond the feature. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging of settlements at Farnborough/Aldershot and Mytchett, with large scale highways infrastructure within the Parcel having an urbanising effect on the narrow gap and giving rise to a significant sense of connection between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel exhibits some characteristics of the countryside, however the pockets of woodland within the Parcel are somewhat fragmented by the extensive highways infrastructure within the Parcel which has an urbanising influence on the Parcel and compromises its rural character. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C12 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Parcel C12 is otherwise considered to function moderately to weakly against Purposes 1, 2 and 3. The Parcel does provide the nearest zone of constraint to the expansion of Farnborough and Aldershot, but as a result of its character, it has little capacity to prevent the merging of settlements and its open character is detrimentally influenced by development within and surrounding the Parcel. . | |

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| Reference | C13 | |
| Name | Land to the north of Hamesmoor Road and to the south of the South West main line | |
| Description | Parcel C13 is situated to the north of the settlement of Mytchett and to the south of the South West main line. The Parcel principally comprises a large lake with wooded surrounds. At the western edge of the lake a public house and water sports centre is situated. Residential development within the Parcel is limited to the back gardens of residential properties adjoining Hamesmoor Road and Coleford Bridge Road. | |
| Area Size | 36.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C13 is situated close to the large built up area of Frimley and Camberley but is not considered to provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is on balance considered to play a limited role in preventing development that would result in the merging of settlements. The Parcel falls within a narrow gap between settlements at Frimley Green and Mytchett, but provides only a limited visual break between them, with development in Parcel C14 considered to undermine the gap between Mytchett and Frimley Green on the western side of the principal route connecting the settlements to such a degree that the contribution Parcel C13 can make to the gap (given its location), is limited. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside, principally comprising a large lake with wooded surrounds. Urbanising development within the Parcel is very limited, consisting of a public house only, which is not considered to have any notable impact upon the openness of the wider Parcel. There is no notable urbanising influences arising from surrounding land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C13 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Parcel C13 is otherwise considered to function weakly against Purpose 2 with development outside the Parcel influencing the role the Parcel is capable of playing to prevent neighbouring settlements from merging, despite its strong, open character. | |

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| Reference | C14 | |
| Name | Land to the west of Sturt Road, Mytchett | |
| Description | Parcel C14 is a small Parcel situated to the south of the South West Main Line and to the west of Sturt Road. The Parcel accommodates a number of commercial uses. | |
| Area Size | 4.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Land Parcel is situated very close to the large built up area of Frimley and Camberley but owing to the Parcel's built up character the Parcel is considered to provide only a limited constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging of settlements. Parcel C14 is considered to play a very limited role in preventing the merging or erosion of the visual or physical gap between settlements. Situated in a very narrow gap between Mytchett and Frimley Green, the Parcel is dominated by development which affects the sense of the gap when experienced from the main route connecting the settlements. Screening to the adjoining road does limit the detrimental impact of development upon the gap in some places, however in other areas the screening is limited. Loss of openness would not be perceived as reducing the gap between settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel is relatively dominated by urbanising features and besides a field to the very west of the site, which is cut off from the adjoining countryside by a railway line, the Parcel exhibits no notable characteristics of the countryside, accommodating a large office building and industrial estate with associated hardstanding across the majority of the site. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C14 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. As a result of its largely developed character, the Parcel is considered to function weakly against Purposes 1, 2 and 3. | |

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| Reference | C15 | |
| Name | Land between the North Downs Line and the A331 Blackwater Valley Route | |
| Description | Parcel C15 is a narrow parcel situated between the North Downs Line and the A331 Blackwater Valley Route and bound to the west by the River Blackwater. The Parcel comprises a small area of pasture with wooded areas. | |
| Area Size | 5.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Parcel lies close to the large built up area of Farnborough and Aldershot. Whilst features outside of the Parcel (the North Down main line) provide the nearest zone of constraint to the expansion of the area, land within the Land Parcel is considered to play an important role in ensuring the boundary between the two areas can be clearly understood. There is no notable evidence of urban sprawl beyond the feature. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at Mytchett and Farnborough/Aldershot. The Parcel falls within a narrow gap between the settlements, which already partly undermined by development within Parcel C16. Loss of openness would be likely to significantly undermine the actual and experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C15 generally exhibits the characteristics of the countryside, comprising pasture and woodland, with no development. Notwithstanding this, there is a significant degree of urbanising influence arising from adjacent land, with the narrow Parcel heavily influenced by the two adjacent transport features. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C15 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is considered to play an important role in ensuring the boundary between the countryside and Farnborough and Aldershot can be clearly understood and the Parcel functions well to prevent development that would result in the merging of Mytchett and Farnborough/Aldershot. Urbanising influence from surrounding land compromises the otherwise strong, countryside character of the Parcel to a small degree. | |

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| Reference | C16 | |
| Name | Land to the east of the A331 Blackwater Valley Road and to the west of Mytchett | |
| Description | Parcel C16 is a large Parcel to the west of Mytchett. The relatively flat Parcel contains a series of lakes formed from gravel pits, surrounded by small fields and pockets of woodland. Two substantial mobile home parks are located within the Parcel, in addition to a community centre. | |
| Area Size | 58.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | <p>The Parcel lies close to the large built up area of Farnborough and Aldershot but does not provide the nearest effective zone of constraint to the expansion of the area; the expansion of the built up area of Farnborough and Aldershot is demonstrably restricted by permanent features that lie outside of Surrey Heath and on this basis it is not considered that Parcel C16 makes any significant contribution to checking sprawl from Farnborough and Aldershot.</p> <p>The Parcel also lies close to the large built up area of Ash and Tongham, but is not directly adjacent to the settlement area. The expansion of the built up area of Ash and Tongham is restricted by non-permanent features that lie outside of Surrey Heath and the Parcel does not provide any appreciably more permanent features by which the sprawl of the large built up area could be contained.</p> | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Mytchett and Farnborough and Mychett and Ash. Although the settlements of Farnborough and Mytchett are almost connected at Coleford Bridge Road and the settlements of Ash and Mytchett are connected at Mytchett Road, Parcel C16, lying between settlements, provides a generally broad area of lakes, open land and woodland that is generally free from development and interconnecting routes. Notwithstanding this, there is a notable amount of development within the Parcel which projects into the countryside in this location and influences the perception of the visual and physical gap, particularly given the degree of inter-visibility between eastern Farnborough (parts of which are situated on a plateau) and the settlement of Mytchett. Given this, whilst retention of overall openness and the scale of the gap is important to restrict settlements from merging, some limited loss of openness would not compromise the overall gap.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | <p>Parcel C16 generally exhibits the characteristics of the countryside, comprising lakes, small fields and wooded areas. However openness is partly compromised by two large mobile home parks and a community complex together with a handful of buildings constructed for leisure use. These, although of limited height, cover a notable area and the pockets of development project into the open countryside in this location; in some cases this has an urbanising influence on the countryside beyond.</p> | |
| Purpose 4 – To preserve the setting and special character of historic towns | <p>The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town.</p> | |

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| Summary | Parcel C16 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built up areas and historic settlements. Land within the Parcel is considered to function in a weak to moderate way in respect of Purposes 2 and 3, with development within the Parcel limiting the capacity of the Parcel to contribute towards these purposes. |
| Other comments | Parcel C16 falls at the periphery of the Borough and the eastern and southern boundaries of this Parcel is artificially defined by the Borough boundary. Were the eastern and southern boundaries of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel C16 would incorporate land within Guildford. For this reason, the findings of this Study are cross-referenced against the findings of the Guildford Green Belt and Countryside Study 2013 – 2014 as this study provides a comprehensive review of all Green Belt and countryside within the Borough. Land within Guildford [Guildford reference K4] that is associated with Parcel C16 is classified under the terms of the Guildford study as achieving purposes 1 – 3. Both studies arrive at similar conclusions in respect of Purposes 2 and 3. In respect to Purpose 1, it is noted that the location of Parcel C16 inhibits the Parcel's ability to contribute to this purpose, whereas land within Guildford has a more direct role to play in inhibiting urban sprawl. |

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| Reference | C17 | |
| Name | Land south of the South West main line and to the north of the Guildford Road | |
| Description | Parcel C17 is situated to the south of the South West main line and to north of the Guildford Road. The Parcel comprises a restaurant complex and residential property. | |
| Area Size | 2ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Land Parcel is directly adjacent to the large built up area of Frimley and Camberley and by virtue of its location, provides the nearest zone of constraint to the expansion of the area. However, whilst the South West main line provides a recognisable feature that should be clearly understood as a limit to urban expansion, development has taken place along the course of the Guildford Road as such the point at which the two areas meet is not well defined and is diffuse in character with existing evidence of sprawl. | |
| Purpose 2 - To prevent neighbouring towns from merging | On balance, Parcel C17 is considered to play a strong role in preventing the merging of settlements at Frimley Green and Mytchett. The gap between the settlements is relatively limited and the Parcel does not provide any sense of connection between the two settlements. In the case of Mytchett and Deepcut, although the Parcel does not lie directly between these settlements, it abuts the Basingstoke Canal and Guildford Road, both of which connect the settlements. The Parcel has a strong rural character and contributes well to the gap between the settlements. Given the size of the gap however and the situation of the Parcel, loss of openness would not necessarily compromise the overall gap between the settlements in this location, although the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined.. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel generally possesses the characteristics of the countryside, with development limited to a public house and dwelling, with openness only compromised to a small degree on a localised basis. There is little sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C17 is not considered to function against Purpose 4, owing to its spatial relationship with historic settlements. Land within the Parcel is considered to function weakly to moderately against Purposes 1 and 3, owing to the presence of development within the Parcel. The Parcel is considered to function strongly against Purpose 2, on balance. | |

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| Reference | C18 | |
| Name | Land at Frimley Lodge Park | |
| Description | Parcel C18 is situated to the south of the South West main line and to the west of the Basingstoke Canal. The Parcel principally comprises land at Frimley Lodge Park, incorporating open fields in recreational use, in addition to a large block of woodland. A small cluster of residential and community development is situated within the north west of the Parcel. | |
| Area Size | 30.8ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Land Parcel is directly adjacent to the large built up area of Frimley and Camberley and provides the nearest zone of constraint to the expansion of the area. The South West main line provides a recognisable feature that can be clearly understood as a limit to urban expansion, with the land beyond in Parcel C18 exhibiting a strong rural appearance. There is no notable evidence of urban sprawl beyond the feature. | |
| Purpose 2 - To prevent neighbouring towns from merging | <p>On balance, Parcel C18 is considered to play a strong role in preventing the merging of settlements at Frimley Green and Mytchett. The gap between the settlements is relatively limited and whilst there is a small degree of ribbon development adjacent to Sturt Road, the majority of land within the Parcel is beneficial in ensuring that a visual break remains between the settlements, particularly given the development located to the adjacent side of Sturt Road. The remaining part of the Parcel does not provide any sense of connection between the two settlements, with this land comprising a country park.</p> <p>In the case of Mytchett and Deepcut, although the Parcel does not lie directly between these settlements, it abuts the Basingstoke Canal and Guildford Road, both of which connect the settlements. The Parcel has a strong rural character and contributes well to the gap between the settlements. Given the size of the gap however and the situation of the Parcel, loss of openness would not necessarily compromise the overall gap between the settlements in this location, although the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined.</p> <p>The Parcel also has a secondary function to prevent the erosion of a very broad gap between Frimley and Brookwood the Parcel providing part of the medium to broad sized, rural break between the settlements. The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements at Mytchett, Normandy and Pirbright, however there is a very broad gap between settlements where there is no perception of connectivity.</p> | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C18 possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising open playing field and woodland. Development within the Parcel is very limited, comprising residential and community uses of a scale and character not unexpected within the countryside. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |

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| Summary | Parcel C18 is not considered to function against Purpose 4, owing to its spatial relationship with historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Green Belt Purposes as a result of its strong countryside character and the role played in both constraining the sprawl of Frimley and Camberley and in preventing the merging of settlements at Frimley Green and Mytchett. |
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| Reference | C19 | |
| Name | Land between the Basingstoke Canal and Mytchett Place Road | |
| Description | Parcel C19 is situated between the Basingstoke Canal and Mytchett Place Road. The Parcel principally comprises a pastoral field with well wooded edges. To the very north west of the Parcel, a 1-2 storey restaurant is located. | |
| Area Size | 9.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | The Land 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements at Mytchett, Normandy and Pirbright, however there is a very broad gap between settlements where there is no perception of connectivity. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C19 possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising a pastoral field. Development within the Parcel is very limited, comprising only a 1-2 storey restaurant complex, which has a very limited impact upon the openness of the Green Belt. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C19 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of Purpose 3 as a result of its strong countryside character, but weakly against Purpose 2, the Parcel falling within a broad gap between settlements. | |

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| Reference | C20 | |
| Name | Land to the south of Mytchett Lake Road | |
| Description | Parcel C20 is situated to the south of Mytchett Lake Road. The Parcel comprises a large lake and woodland, in addition to a small cluster of detached residential properties, situated to the very west of the Parcel. | |
| Area Size | 11.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C20 is situated close to a large built up area of Ash and Tongham, however the Parcel is not considered to provide the nearest effective zone of constraint to the expansion of the area, with this role played by land outside of the Borough. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging or erosion of the actual or perceived gap between settlements at Mytchett, Normandy and Pirbright, however there is a very broad gap between settlements where there is no perception of connectivity. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C20 possesses the characteristics of the countryside and exhibits a significant degree of openness, principally comprising a lake and woodland. Development is limited to a small cluster of residential properties in the very west of the Parcel, which exhibit a slightly more intensive form than usually expected within the countryside, however these represent a very small scale and localised erosion of openness and are not considered to undermine the strong function of the wider Parcel overall. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C20 is not considered to function against Purposes 1 and 4, owing to its spatial relationship with identified large built-up areas and historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of Purpose 3 as a result of its strong countryside character, but weakly against Purpose 2, the Parcel falling within a broad gap between settlements. | |
| Other comments: | <p>Parcel C20 falls at the periphery of the Borough and the southern boundary of this Parcel is artificially defined by the Borough boundary. Were the eastern and southern boundaries of the Parcel not defined by the Borough boundary and the methodology for the subdivision of Land Parcels rigidly applied, Parcel C20 would incorporate land within Guildford Borough. For this reason, the findings of this Study are cross-referenced against the findings of the Guildford Green Belt and Countryside Study 2013 – 2014 as this study provides a comprehensive review of all Green Belt and countryside within the Borough. Land within Guildford [Guildford reference J19] that is associated with Parcel C20 is classified under the terms of the Guildford study as achieving the purposes of the Green Belt in a very variable way.</p> <p>Parcel J19 of the Guildford Study is identified as meeting all Green Belt purposes notwithstanding Purpose 2. This contrasts with the findings of the Surrey Heath Study, which concludes that Parcel C20 makes no contribution to Purposes 1 and 4. In respect of Purpose 1, the difference can be attributed to the recognition</p> | |

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| | <p>that land in Guildford Borough is closer to the large built up area of Ash and Tongham. In respect of Purpose 4, the Guildford Borough study has considered the Basingstoke Canal under Purpose 4 and recognises land within the Borough to contribute to the setting of the historic feature. In contrast, the Surrey Heath study uses a much narrower definition of historic towns and does not consider the Basingstoke Canal to warrant consideration under his purpose.</p> |
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| Reference | C21 | |
| Name | Land to the south of Guildford Road and to the east of the Basingstoke Canal | |
| Description | Parcel C21 is a large Parcel situated to the south of Guildford Road and to the east of the Basingstoke Canal. The undulating Parcel is extensively wooded with small pockets of open heathland. The Parcel accommodates the Basingstoke Canal Visitors Centre, in addition to a commercial facility at Mytchett Place. Residential development within the Parcel is generally scattered, comprising modest residential dwellings set within large, wooded plots, however a cluster of more intense residential development is present within the very south of the Parcel. | |
| Area Size | 253.5ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C21 is situated approximately 126m south of the large built up area of Frimley and Camberley. However, the expansion of the built up area is demonstrably restricted by permanent features and land that lies outside of the Parcel. On this basis it is not considered that Parcel C21 makes any significant contribution to checking sprawl from Frimley and Camberley. | |
| Purpose 2 - To prevent neighbouring towns from merging | Owing to its location, Parcel C21 functions to prevent development that would otherwise lead to the erosion of the gap between Deepcut and Mytchett/Frimley (at approx. 1.8km). The Parcel also functions to prevent development between Frimley/Mytchett/Deepcut and settlements in Woking Borough, however the gap between these settlements is very wide, at around 5km. There is no apparent evidence of ribbon development within the Parcel. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, being almost entirely wooded and undeveloped. The only notable development uncharacteristic of the countryside is situated within the very south west of the Parcel, however, this area, extending to only 1.6ha, is not considered to undermine the wider performance of the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C21 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function moderately to strongly in respect of Purposes 1, 2 and 3 as a result of its strong countryside character, relationship with the large built up area of Frimley and Camberley and the role played by the Parcel in prevent development that would otherwise lead to the erosion of the gap between Deepcut and Mytchett/Frimley. | |
| Other comments: | Parcel C21 falls at the periphery of the Borough and the eastern and southern boundaries of this Parcel are artificially defined by the Borough boundary. Were the eastern and southern boundaries of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel C21 would incorporate land within Guildford Borough. For this reason, the findings of this Study are cross-referenced against the findings of the Guildford Green Belt and Countryside Study 2013 – 2014 as this study provides a comprehensive review of all Green Belt and countryside within the Borough. Land within Guildford [Guildford reference J19 and J13] that is associated with Parcel C21 is classified under the terms of the Guildford study as achieving the purposes of | |

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| | <p>the Green Belt in a very variable way.</p> <p>The Guildford Study identified that Parcel J13 (which lies to the east of Surrey Heath Parcel C23) makes no contribution to and Green Belt Purposes. This is significantly different from the findings of the Surrey Heath Assessment. Although both studies take a comparable approach in respect of Purposes 1 and 2, differences between the land inside and outside of Surrey Heath are justified owing to the spatial relationships between each Parcel and their nearest built up areas and settlements. Variation in the findings for Purpose 3 reflects the difference in approach between the Surrey Heath and Guildford Studies, with Surrey Heath rating undeveloped land highly and Guildford less so.</p> <p>Parcel J19 of the Guildford Study is identified as meeting all Green Belt purposes notwithstanding Purpose 2. This contrasts with the findings of the Surrey Heath Study, which concludes that Parcel C20 makes no contribution to Purposes 1 and 4. In respect of Purpose 1, the difference can be attributed to the recognition that land in Guildford Borough is closer to the large built up area of Ash and Tongham. In respect of Purpose 4, the Guildford Borough study has considered the Basingstoke Canal under Purpose 4 and recognises land within the Borough to contribute to the setting of the historic feature. In contrast, the Surrey Heath study uses a much narrower definition of historic towns and does not consider the Basingstoke Canal to warrant consideration under his purpose.</p> |
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| Reference | C22 |
| Name | Land to the south of the A30 London Road between Camberley and Bagshot |
| Description | Parcel C22 is a narrow Parcel situated between the Ascot to Guildford Railway line and the A30 London Road, between Camberley and Bagshot. Land levels vary across the Parcel which is heavily wooded, with a number of residential properties and a large commercial complex situated in the north eastern part of the Parcel, adjoining London Road. |
| Area Size | 16.9ha |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C22 is situated directly adjacent to the large built up area of Camberley and Frimley and provides the nearest zone of constraint to the expansion of the area in this location. The Maultway provides a recognisable, permanent feature that can be clearly understood as a limit to urban expansion, with no current evidence of urban sprawl directly adjacent to the large built up area. |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a moderate role in preventing development that would result in the merging of settlements at Camberley and Bagshot. Land within the very westernmost part of Parcel C22 is considered to contribute strongly to the sense of the gap between settlements, providing part of the tree'd break between settlements in the environs of the A30 London Road, however, there is a notable amount of highly visible development within the Parcel to the east of Bagshot which does have a detrimental impact upon how the gap is perceived. Loss of openness would not necessarily compromise the overall gap between the settlements in the very north east of the Parcel; however the remainder of the Parcel is essential to ensure that the strongest part of the actual and experienced gap is not undermined. |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C22 exhibits some characteristics of the countryside, however some urbanising features are present, including a large commercial complex and residential development of an intensity slightly greater than normally expected within the countryside; these have some notable impact upon the openness of the Green Belt, particularly as the developed areas enclose areas of countryside. |
| Purpose 4 – To preserve the setting and special character of historic towns | Despite its proximity to Bagshot, the Parcel is not considered to form part of the setting or contribute to the special character of the historic settlement, given its separation from the settlements historic core. |
| Summary | Parcel C22 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function moderately to strongly in respect of Purposes 1 and 2, as a result of the relationship between the Parcel and both the large built up area of Camberley and Frimley and Bagshot. As a result of development located within the north easternmost part of the Parcel, the Parcel was considered to function weakly in respect of Purpose 3. |

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| Reference | C23 | |
| Name | Land to the north of the M3 and to the east of the Maultway | |
| Description | Parcel C23 is situated to the north side of the M3 Motorway and to the east of the Maultway. Land levels vary across the Parcel, which consists of extensive areas of woodland. | |
| Area Size | 67.2ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C23 is situated directly adjacent to the large built up area of Camberley and Frimley and provides the nearest zone of constraint to the expansion of the area in this location. The Maultway provides a recognisable, permanent feature that can be clearly understood as a limit to urban expansion, with no current evidence of urban sprawl. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at Camberley and Bagshot. The Parcel falls within a narrow gap between the settlements and provides a strong wooded and undulating break between them, ensuring that inter-visibility between the settlements does not occur. Loss of openness would be likely to significantly undermine the actual and experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, being almost entirely wooded and undeveloped. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Despite its proximity to Bagshot, the Parcel is not considered to form part of the setting or contribute to the special character of the historic settlement, given its separation from the settlements historic core. | |
| Summary | Parcel C23 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Purposes as a result of its location and strong countryside character. | |

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| Reference | C24 | |
| Name | Land to the east of the Maultway and to the south of the M3 Motorway | |
| Description | Parcel C25 lies to the west of Lightwater and is situated to the south of the M3 motorway. The undulating Parcel, which contains part of the Chobham Ridges, principally comprises extensive areas of woodland and heathland. Elsewhere in the Parcel, a leisure centre complex, vehicle testing track and a small number of modest residential dwellings set within large, wooded plots. . The lightly undulating Parcel consists of extensive areas of wooded heathland. | |
| Area Size | 183.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C24 is directly adjacent to the large built up area of Camberley and Frimley and provides the nearest zone of constraint to the expansion of the area. The edge of the Parcel adjacent to the large built up area is well defined by the Maultway, with the land beyond exhibiting a heavily wooded appearance. There is no notable evidence of urban sprawl, and the limits of the rural and urban areas can be clearly understood. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at West End and Lightwater. The Parcel falls within a narrow gap between the settlements and provides a strong wooded and break between them, ensuring that inter-visibility between the settlements does not occur. Loss of openness would be likely to significantly undermine the actual and experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel G24 possesses the characteristics of the countryside principally comprising undulating wooded heathland. There are two small areas which could be considered as urbanising, at a vehicle testing facility and a leisure centre, however whilst these have some impact upon the openness of the countryside, they are very small scale and localised erosions and are not considered to undermine the strong function of the Parcel overall. Residential development within the Parcel is not uncharacteristic of the countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | Despite its proximity to Bagshot, the Parcel is not considered to form part of the setting or contribute to the special character of the historic settlement, given its separation from the settlements historic core. | |
| Summary | Parcel C24 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Purposes as a result of its location and strong countryside character. | |

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| Reference | C25 | |
| Name | Land to the south of the Red Road and to the west of the A322 Guildford Road | |
| Description | Parcel C25 is situated to the south of the Red Road and to the west of the A322 Guildford Road. The lightly undulating Parcel consists of extensive areas of wooded heathland. | |
| Area Size | 27.9ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C25 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at West End and Lightwater. The Parcel falls within a narrow gap between the settlements and provides a strong wooded and break between them, ensuring that inter-visibility between the settlements does not occur. Loss of openness would be likely to significantly undermine the actual and experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Land Parcel possesses the characteristics of the countryside and exhibits a significant degree of openness, being almost entirely wooded and undeveloped. There is little or no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C25 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 Lightwater and West End. | |

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| Reference | C26 | |
| Name | Land to the east of the Maultway and south of the Red Road | |
| Description | Parcel C26 is a large Land Parcel of land falling between the settlements of Deepcut, Camberley, Frimley, Bisley, West End and Lightwater. Forming part of the Chobham Ridges, the undulating Parcel largely consists of a large extensive tract of open heathland with wooded areas becoming more prevalent to the west and south. Settlement within the Parcel is limited to a cluster of dwellings and army barracks in the very south of the Parcel at Princess Royal Barracks. | |
| Area Size | 1035.3ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C26 have been split into two as a result of differences in performance across the Parcel. Parcel C26a falls directly adjacent to the large built up area of Camberley and Frimley. The Maultway provides a recognisable and permanent feature which is clearly understood as a limit to urban expansion, with land beyond the Maultway exhibiting a strong, rural character and there is no notable evidence of urban sprawl. | |
| | Land Parcel C26b is close to a large built up area but does not provide the nearest effective zone of constraint to the expansion of the area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C26a is considered to play a very strong role in preventing development that would result in the merging of settlements at Lightwater and West End and Camberley and Lightwater and Deepcut. The Parcel falls within narrow gaps between these settlements and provides a strong visual break between them attributable to its open and occasionally wooded heathland character, topography and overarching lack of intervening development and roads, all ensuring that inter-visibility between the settlements across narrow gaps is inhibited. Loss of openness would be likely to significantly undermine the actual and experienced gaps. Parcel C26 is also considered to play a moderate role in preventing development that would result in the perception of merging of settlements at Deepcut and Mytchett, however these settlements are set a moderate distance apart and owing to its location, some limited loss of openness would be unlikely to compromise the overall gap. The Parcel is considered to play a very limited role in preventing the merging of the gap between settlements at Camberley, Frimley, Deepcut and settlements at West End, Bisley and Brookwood, as a result of the broad size of the gap and the topography of land within the Parcel. Some loss of openness would not be perceived as reducing the gap between settlements. | |
| | Parcel C26b does play some role in preventing development that would result in the merging of settlements at Lightwater and West End and Camberley and Lightwater and Deepcut, however the role played by this Parcel is significantly weaker than the role played by Parcel C26a, owing to the dispersed, sprawling development within the Parcel limiting its capacity to contribute to Purpose 2. | |

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| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C26a possesses the characteristics of the countryside, comprising extensive common land. The Parcel exhibits a significant degree of openness, being almost entirely undeveloped with little sense of urbanising influence from neighbouring land. | |
| | Parcel C26b comprises a collection of 1 – 3 storey development associated with the Princess Royal Barracks. These buildings have some notable impact upon the countryside in this location, particularly given their sprawling characteristics and height. On balance, openness is compromised within the Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting or contribute to the special character of any historic town. | |
| Summary | Parcel C26 is not considered to function against Purpose 4 of the Green Belt owing to its spatial relationship with identified historic settlements. As a result of significant variation in respect of the degree to which land within Parcel C26 fulfilled all other Purposes, the Parcel was subdivided. Parcel C26a was considered to function strongly against Purposes 1, 2 and 3 as a result of its open, countryside character, relationship with the large built up area of Frimley and Camberley and the role played by the Parcel in preventing development that would result in the merging of settlements at Lightwater and West End and Camberley and Lightwater and Deepcut. Parcel C26b was considered to have no function in respect of Purpose 1 and function weakly against Purposes 2 and 3, owing to its developed character. | |
| Other comments | Parcel C26 falls at the periphery of the Borough and the eastern boundary of this Parcel is artificially defined by the Borough boundary. Were the eastern boundary of the Parcel not defined by the Borough boundary and the methodology for the subdivision of land Parcels rigidly applied, Parcel C26 would incorporate land within Guildford Borough. For this reason, the findings of this Study are cross-referenced against the findings of the Guildford Green Belt and Countryside Study 2013 – 2014 as this study provides a comprehensive review of all Green Belt and countryside within the Borough. Land within Guildford [Guildford reference J11] that is associated with Parcel C26 is classified under the terms of the Guildford study as achieving Purposes 2 – 4 of the Green Belt as identified in the NPPF. This differs slightly from the findings of the Surrey Heath Assessment. Given the separation of Camberley and Frimley from Guildford Borough, it would not be expected for the Guildford study to have identified this as an issue under the Borough's Purpose 1 assessment. There is some notable difference in approach that Guildford and Surrey Heath take to Purpose 4 and it is noted that contribution towards Purpose 4 results from the assessment within the Guildford Study of the setting of Bisley Camp and Basingstoke Canal. For the avoidance of doubt, Surrey Heath has not assessed these historic features as the Surrey Heath Methodology only examines the setting the Green Belt and Countryside provides to defined historic settlements, rather than stand-alone features. Findings for Purposes 2 and 3 are broadly similar. | |

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| Reference | C27 |
| Name | Land to the west of Deepcut Bridge Road |
| Description | Parcel C27 is situated directly east of the settlement area of Frimley and Camberley and is situated to the west of Deepcut Bridge Road. The undulating Parcel comprises extensive areas of dense woodland and includes some small pockets of heathland. Sports pitches and a golf course are located within the Parcel, in addition to some small groups of dwellings. |
| Area Size | 293.2ha |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C27 falls directly adjacent to the large built up area of Camberley and Frimley. The Old Bisley Road provides a recognisable and permanent feature which is clearly understood as a limit to urban expansion, beyond which the land generally exhibits a strong, rural character owing to its heavily wooded nature. Development at Pine Ridge Golf Course is not considered to constitute sprawl, having a markedly different character from development to the adjacent side of the highway and being associated with a leisure use not unexpected within a countryside location. |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very strong role in preventing development that would result in the merging of settlements at Camberley and Deepcut. The Parcel falls within a narrow gap between settlements and exhibits a heavily tree'd character. Together with the change in levels across the Parcel, this limits inter-visibility between the settlements across the narrow gap. Parcel C27 also provides the principal gap between Deepcut and Frimley/Mytchett, at a narrow geodesic distance of a minimum of 715m. Permissive paths through the Parcel between the settlements have a strong, wooded and tranquil character, ensuring that a good sense of separation is maintained between the settlements. There is some, limited ribbon development within Parcel C27 along the course of Lake Road, however the impact of this upon the sense of the gap is limited, owing to significant tree screening adjacent to the highway. Loss of openness would significantly visually or physically reduce the perceived or actual distance between settlements. Loss of openness would be likely to significantly undermine the actual and experienced gap. |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C27 possesses the characteristics of the countryside, being almost entirely undeveloped with little sense of urbanising influence from neighbouring land and a tranquil character. Sports pitches and a golf course are located within the Parcel and notwithstanding a clubhouse complex associated with the course and some small groups of dwellings of a scale and form not unexpected within the countryside, the Parcel exhibits a significant degree of openness. |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting or contribute to the special character of any historic town. |
| Summary | Parcel C27 is not considered to function against Purpose 4, owing to its spatial relationship with identified historic settlements. Land within the Parcel is otherwise considered to function strongly in respect of all other Purposes as a result of its location and strong countryside character. |

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| Reference | C28 | |
| Name | Land north west of the junction between Lake Road and Deepcut Bridge Road | |
| Description | Parcel C28 is a small Parcel situated to the north west of the junction between Lake Road and Deepcut Bridge Road. The Parcel is extensively wooded and lightly undulating, with a number of large, detached residential dwellings set within large plots situated adjacent to Lake and Deepcut Bridge Roads. | |
| Area Size | 10.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C28 is not adjacent or close to any defined large, built-up area and does not provide a zone of constraint to the sprawl of such an area. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C28 is considered to play a moderate role in preventing development that would result in the merging of settlements at Deepcut and Mytchett. The Parcel falls within a moderate gap between the settlements and provides a good visual break between them, as a result of its heavily wooded character (which limits the impact of development upon the Parcel). Notwithstanding this, there is ribbon development along one of the interlinking roads (Lake Road) that inhibits the ability of the Parcel to make a notable contribution to the overall gap in this location. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel generally exhibits the characteristics of the countryside, being heavily wooded and largely free from development. Adjacent to Lake and Deepcut Bridge Roads, residential development is located, comprising detached dwellings set within modest, wooded plots. The clustering of these gives development a slightly more urbanising appearance than would usually be expected within the countryside and is considered to have some impact upon the openness of the countryside. Notwithstanding this, it is recognised that the heavily wooded characteristics of the remainder of the site ensures that the urbanising characteristics of this area do not significantly influence land within the wider Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting or contribute to the special character of any historic settlement. | |
| Summary | Parcel C28 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 moderately against Purposes 2 and 3, with the Parcel generally exhibiting the characteristics of the Countryside and playing a role in preventing development that would result in the merging of settlements at Deepcut and Mytchett. | |

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| Reference | C29 | |
| Name | Land south of Lake Road | |
| Description | Parcel C29 is a small Parcel situated to the north west of the junction between Lake Road and Deepcut Bridge Road. The westernmost part of the Parcel comprises a lake and a field surrounded by trees and vegetation, together with a number of buildings associated with a hotel complex. Further eastwards, the Parcel contains a cluster of modest scaled residential dwellings set within small plots. | |
| Area Size | 8.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C29 is adjacent to the large built up area of Frimley and Camberley and provides the nearest zone of constraint to the expansion of the area, however the point at which the two areas meet is generally diffuse in character with existing evidence of sprawl at the Lakeside complex. As a result, the boundary between the rural and urban areas cannot be clearly understood. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C29 is considered to play a notable role in preventing development that would result in the merging of settlements at Deepcut and Mytchett/Frimley Green. The Parcel falls within a narrow gap between the settlements and provides a good visual break between them, as a result of its heavily wooded character which limits the impact of development upon the Parcel. Ribbon development along one of the interlinking roads within Parcel C29 impacts to a degree upon the sense of the gap between settlements at Deepcut and Frimley Green, however the remainder of the gap has a strong rural and wooded character. Loss of openness would be likely to significantly undermine the actual or experienced gap. | |
| Purpose 3 – To assist in safeguarding the countryside from development | The Parcel generally exhibits the characteristics of the countryside, comprising wooded areas, pasture and a lake in addition to a hotel complex not unexpected within the countryside. Adjacent to Lake Road however, residential development is located, comprising detached dwellings set within generally small plots. The clustering of these gives development a more urbanising appearance than would usually be expected within the countryside and is considered to have some impact upon the openness of the countryside. Notwithstanding this, it is recognised that the wooded characteristics of the parts of the site ensures that the urbanising characteristics of this area do not significantly influence land within the wider Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting or contribute to the special character of any historic settlement. | |
| Summary | Parcel C29 is not considered to function against Purpose 4 owing to its spatial relationship with historic settlements. In respect of Purpose 1, the Parcel is recognised as being adjacent to the large built up area of Frimley and Camberley however the point at which the two areas meet is generally diffuse in character, warranting a weak rating. The Parcel is considered to function moderately to strongly in respect of Purposes 2 and 3, owing to the role played by the Parcel in preventing development that would result in the merging of settlements at Deepcut and Mytchett/Frimley Green and its relatively open countryside character. | |

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| Reference | C30 | |
| Name | Land to the west of Deepcut Bridge Road and to the south of the Basingstoke Canal | |
| Description | Parcel C30 is the first of four small Parcels situated around the South Western Main Line. Bound to the south by the train line and to the north by the Basingstoke Canal, the small Parcel is wooded in parts, accommodating a large commercial site and dispersed residential development. | |
| Area Size | 13.6ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C30 is situated adjacent to the large built up area of Frimley and Camberley, which lies directly to the west of the Parcel. The Parcel is considered to provide the nearest zone of constraint to the expansion of the area, with the western boundary of the Parcel defined by the Basingstoke Canal, forming the only permanent feature between the Parcel and the large built up area. The wooded landscape within Parcel C30 set immediately beyond the Canal clearly demarcates the urban and rural areas. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C30 is considered to play a moderate role in preventing the merging of settlements at Deepcut and Frimley Green/Mytchett. Although the Parcel does not lie directly between these settlements, it abuts the Basingstoke Canal, which connects the settlements. Although the Parcel has a partly developed character, development is generally well contained and has little impact upon the perception of the moderate gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. The Parcel also has a secondary function to prevent the erosion of a very broad gap between Frimley and Brookwood the Parcel providing part of the medium to broad sized, rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Within and in the vicinity of the Frimhurst Farm complex, urbanising features are prevalent and the openness of the Parcel is compromised by sprawling development and hard surfacing. Notwithstanding this, it is recognised that some of the development within the site is not regularised and is in any event of limited height. This, in combination with the heavily wooded nature of the remainder of the site ensures that the urbanising characteristics of the site do not significantly influence land within the wider Parcel, which generally exhibits the characteristics of the countryside. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town by reason of its character, views, inter-visibility, topography or landscape. | |
| Summary | Parcel C30 is not considered to function against Purpose 4 owing to its spatial relationship with historic settlements. In respect of Purpose 1, the Parcel is recognised as providing a strong zone of constraint to the sprawl of Frimley and Camberley. The Parcel is considered to function moderately in respect of Purposes 2 and 3, owing to the role played by the Parcel in preventing development that would result in the merging of settlements at Deepcut and Mytchett/Frimley Green and its relatively open countryside character. | |

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| Reference | C31 | |
| Name | Land to the north of Guildford Road and to the west of Deepcut Bridge Road | |
| Description | Parcel C31 is the second of four small Parcels situated around the South Western Main Line. The Parcel comprises dense woodland with scattered dwellings set within large plots. A former school site is situated within the east of the Parcel. | |
| Area Size | 18.1ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C31 is situated close to a large built up area, at a distance of approximately 23 metres from the defined settlement area of Frimley and Camberley. The Parcel is considered to provide the nearest zone of constraint to the expansion of the area, with the north western corner of the Parcel defined by the intersection between the Basingstoke Canal and the South West Main Line, forming the only permanent feature between the Parcel and the large built up area. The wooded landscape within Parcel C31 set immediately beyond the railway line and Canal ensure that the boundary between the rural and urban areas can be clearly understood. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C31 is considered to play a moderate role in preventing the merging of settlements at Deepcut and Frimley Green/Mytchett. Although the Parcel does not lie directly between these settlements, it abuts the Basingstoke Canal and Guildford Road, both of which connect the settlements. The Parcel has a strong rural character and contributes well to the moderate gap between the settlements. Given the size of the gap however and the situation of the Parcel, loss of openness would not necessarily compromise the overall gap between the settlements in this location, although the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. The Parcel also has a secondary function to prevent the erosion of a very broad gap between Frimley and Brookwood the Parcel roviding part of the medium to broad sized, rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Being extensively wooded, Parcel C31 possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to some small scale, dispersed residential development and buildings associated with the former Cheswycks School Site, neither of which are considered to be uncharacteristic of the countryside. There is no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C31 is not considered to function against Purpose 4 owing to its spatial relationship with historic settlements. In respect of Purpose 1, the Parcel is recognised as providing a strong zone of constraint to the sprawl of Frimley and Camberley. The Parcel is also considered to function strongly in respect of Purpose 3, owing to the Parcels strong countryside character. A moderate rating was favoured for Purpose 2, as a result of the role played by the Parcel to prevent the merging of settlements at Deepcut and Frimley Green/Mytchett. | |

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| Reference | C32 | |
| Name | Land to the south of Basingstoke Canal and to the east of Deepcut Bridge Road | |
| Description | Parcel C32 is the third of four small Parcels situated around the South Western Main Line. The small Parcel comprises dense woodland with scattered dwellings set within large plots. | |
| Area Size | 13.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C32 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C32 is considered to play a moderate role in preventing the merging of settlements at Deepcut and Frimley Green/Mytchett. Although the Parcel does not lie directly between these settlements, it abuts Deepcut Bridge Road, which connects the settlements. The Parcel has a strong rural character and contributes well to the moderate gap between the settlements. Given the size of the gap however and the situation of the Parcel, loss of openness would not necessarily compromise the overall gap between the settlements in this location, although the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. The Parcel also has a secondary function to prevent the erosion of a very broad gap between Frimley and Brookwood the Parcel providing part of the medium to broad sized, rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Being extensively wooded, Parcel C32 possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to some small scale, dispersed residential development not uncharacteristic of the countryside. There is no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C32 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 moderately against Purpose 2 by playing a role in preventing development that would result in the merging of settlements at Deepcut and Frimley Green/Mytchett. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3. | |

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| Reference | C33 | |
| Name | Land to the north of Guildford Road and to the east of Deepcut Bridge Road | |
| Description | Parcel C33 is the fourth of four small Parcels situated around the South Western Main Line. The small Parcel comprises dense woodland with scattered dwellings set within large plots. | |
| Area Size | 13.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C33 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C33 is considered to play a moderate role in preventing the merging of settlements at Deepcut and Frimley Green/Mytchett. Although the Parcel does not lie directly between these settlements, it abuts Deepcut Bridge Road, which connects the settlements. The Parcel has a strong rural character and contributes well to the moderate gap between the settlements. Given the size of the gap however and the situation of the Parcel, loss of openness would not necessarily compromise the overall gap between the settlements in this location, although the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. The Parcel also has a secondary function to prevent the erosion of a very broad gap between Frimley and Brookwood the Parcel providing part of the medium to broad sized, rural break between the settlements. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Being extensively wooded, Parcel C33 possesses the characteristics of the countryside and exhibits a significant degree of openness. Development is limited to some small scale, dispersed residential development not uncharacteristic of the countryside. There is no sense of urbanising influence from neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C33 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 moderately against Purpose 2 by playing a role in preventing development that would result in the merging of settlements at Deepcut and Frimley Green/Mytchett. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3. | |

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| Reference | C34 | |
| Name | Windlesham Reserve Site (Heathpark Drive) | |
| Description | Parcel C34 is situated to the east of Heathpark Drive, Windlesham. The Parcel is extensively wooded. Some, small scale residential development is situated within the southernmost part of the Parcel. | |
| Area Size | 10.4ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C34 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a moderate role in preventing development that would result in the merging of Windlesham and Chobham. Although the gap between these settlements is of relatively broad size, land within Parcel C34 is one of a handful of Parcels that provides the strongest part of the rural break between the settlements, with a significant degree of ribbon development between the settlements, particularly radiating out from the settlement of Chobham. This diminishes the impression of the gap and renders Parcel G34 more important to the gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location; however the overall scale of the gap is important to ensure that the overall actual or experienced gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C34 exhibits the characteristics of the countryside, being almost entirely wooded and, notwithstanding a small number of houses, is free from development. There is little sense of urban influence arising from any neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C34 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 moderately against Purpose 2 by playing a role in preventing development that would result in the merging of settlements at Windlesham and Chobham. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3. | |

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| Reference | C35 | |
| Name | West End Reserve Site (Benner Lane) | |
| Description | Parcel C35 wraps around the north east and east of the settlement area of West End. The Parcel principally comprises pastoral fields and blocks of woodland. Holy Trinity C of E School is also partly situated within the Parcel. | |
| Area Size | 17.7ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C35 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | Parcel C35 is considered to play a moderate role in preventing development that would result in the merging of settlements at Chobham and West End. The Parcel, which exhibits a strong rural character and falls within a moderate gap between the settlements and within an area where there are no directly interconnecting routes. It is recognised that the settlements are indirectly linked by Castle Grove Road and Pennypot Lane and these route are affected to some degree by ribbon development, however the Parcel only influences a very small part of that gap. Loss of openness would not necessarily compromise the overall gap between the settlements in this location, although the overall scale of the gap is important to ensure that the overall actual gap is not undermined. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C35 generally exhibits the characteristics of the countryside, principally comprising fields with well vegetated boundaries and wooded blocks. A handful of residential dwellings are situated within the Parcel, in addition to part of Holy Trinity School, however these have only a limited impact upon openness and are not unexpected within the countryside. There is little sense of urban influence arising from any neighbouring land. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C35 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 moderately against Purpose 2 by playing a role in preventing development that would result in the merging of settlements at West End and Chobham. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3. | |

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| Reference | C36 | |
| Name | West End Reserve Site (Kings Road) | |
| Description | Parcel C36 is situated to the south eastern side of West End and generally comprises pastoral fields and blocks of woodland. The south westernmost part of the Parcel is dominated by a former garden furniture showroom. | |
| Area Size | 7.5ha | |
| Purpose 1 – To check the unrestricted sprawl of large built-up areas | Parcel C36 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. | |
| Purpose 2 - To prevent neighbouring towns from merging | The Parcel is considered to play a very limited role in preventing the merging of settlements at West End and Bisley and Chobham and West End (which are indirectly linked by Castle Grove Road). Whilst having a relatively good rural character, The Parcel is largely disconnected from the main southerly route linking West End and Chobham, and thus has only limited influence on the sense of that gap. The perception of the gap from routes connecting West End and Bisley is detrimentally affected by a sprawling former commercial site which is highly visible from the interconnecting route. Some loss of openness would not be perceived as reducing the gap between settlements, particularly given the strength of the remainder of the gap between West End and Bisley. | |
| Purpose 3 – To assist in safeguarding the countryside from development | Parcel C36 generally exhibits the characteristics of the countryside, principally comprising fields with well vegetated boundaries and wooded blocks. The southernmost part of the Parcel is dominated by a former garden furniture showroom which is somewhat urbanising in character but is not considered to undermine the strong performance of the broader Parcel. | |
| Purpose 4 – To preserve the setting and special character of historic towns | The Land Parcel is not considered to form part of the setting of, or contribute to the special character of any historic town. | |
| Summary | Parcel C36 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 weakly against Purpose 2 as a result of the character and location of the Parcel. The Parcel exhibits the characteristics of the countryside and is considered to warrant a strong rating for Purpose 3. | |