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TO THE CHAIRMAN AND MEMBERS OF THE **PLANNING COMMITTEE**

You are hereby summoned to attend a meeting of the Planning Committee to be held on Tuesday, 20 October 2020 at 7.00pm. The meeting will be held virtually and webcast live through the Council's website in accordance with the Coronavirus Act 2020 and The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 (S.I.2020 No. 392).

The agenda for the meeting is set out below.

RAY MORGAN
Chief Executive

NOTE: Filming Council Meetings

Please note the meeting will be filmed and will be broadcast live and subsequently as an archive on the Council's website (www.woking.gov.uk). The images and sound recording will also be used for training purposes within the Council. By joining the meeting remotely you are consenting to being filmed.

AGENDA

PART I - PRESS AND PUBLIC PRESENT

1. Minutes

To approve the minutes of the meeting of the Planning Committee held on 29 September 2020 as published.

2. Apologies for Absence

3. Declarations of Interest

- (i) To receive declarations of disclosable pecuniary and other interests from Members in respect of any item to be considered at the meeting.
- (ii) In accordance with the Members' Code of Conduct, any Member who is a Council-appointed Director of a Thamesway Group company will declare a non-pecuniary interest in any item involving that Thamesway Group company. The interest will not prevent the Member from participating in the consideration of that item.
- (iii) In accordance with the Officer Procedure Rules, any Officer who is a Council-appointed Director of a Thamesway Group company will declare an interest in any item involving that Thamesway Group company. The interest will not prevent the Officer from advising the Committee on that item

4. Urgent Business

To consider any business that the Chairman rules may be dealt with under Section 100B(4) of the Local Government Act 1972.

Matters for Determination

5. Planning and Enforcement Appeals (Pages 3 - 4)

6. Planning Applications (Pages 5 - 8)

Section A - Applications for Public Speaking

6a. 2020/0405 Former Garden Centre, Mimbridge, Station Road (Pages 11 - 58)

Section B - Application reports to be introduced by Officers

6b. 2020/0313 Former Ambulance Station, Bagshot Road, Woking (Pages 61 - 112)

6c. 2020/0700 Littlewicks, Carthouse Lane, Woking (Pages 113 - 128)

Section C - Application Reports not to be introduced by officers unless requested by a Member of the Committee

There are no applications under this section.

AGENDA ENDS

Date Published - 12 October 2020

For further information regarding this agenda and arrangements for the meeting, please contact Becky Capon on 01483 743011 or email becky.capon@woking.gov.uk



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PLANNING COMMITTEE – 20 OCTOBER 2020

PLANNING AND ENFORCEMENT APPEALS

The Committee is requested to:

RESOLVE:

That the report be noted.

The Committee has authority to determine the above recommendation.

Background Papers:

Planning Inspectorate Reports

Reporting Person:

Peter Bryant, Head of Legal and Democratic Services

Date Published:

12 October 2020

APPEALS LODGED

2020/0038

An application for an out building at 59 Connaught Road, Brookwood Woking Surrey GU24 0ET.

Refused by Planning Committee
3 June 2020.

Appeal Lodged
30 September 2020.

APPEALS DECISION

2019/0555

Application for Outline application for the erection a 38 unit (12 x 2-bedroom and 26 x 1-bedroom) apartment block following demolition of an existing car sales and MOT and servicing centre (landscaping reserved) at Albert House, Albert Drive, Woking, GU21 5JZ.

Refused by Delegated Powers
20 September 2019.

Appeal Lodged
26 November 2019.
Appeal Dismissed
1 October 2020.

PLANNING COMMITTEE AGENDA

PLANNING APPLICATIONS AS AT 20TH OCTOBER 2020

This report contains applications which either fall outside the existing scheme of delegated powers or which have been brought to the Committee at the request of a Member or Members in accordance with the agreed procedure (M10/TP 7.4.92/749). These applications are for determination by the Committee.

This report is divided into three sections. The applications contained in Sections A & B will be individually introduced in accordance with the established practice. Applications in Section C will be taken in order but will not be the subject of an Officer's presentation unless requested by any Member.

The committee has the authority to determine the recommendations contained within the following reports.

Key to Ward Codes:

BWB = Byfleet and West Byfleet
GP = Goldsworth Park
HO = Horsell
KNA = Knaphill
PY = Pyrford

C = Canalside
HE = Heathlands
HV = Hoe Valley
MH = Mount Hermon
SJS = St. Johns

Major Applications Index to Planning Committee

20 October 2020

<u>ITEM</u>	<u>LOCATION</u>	<u>APP. NO.</u>	<u>REC</u>	<u>WARD</u>
0006A	Former Garden Centre, Mimbridge, Station Road, Chobham, Woking, GU24 8AS	PLAN/2020/0405	REF	HO
0006B	Former Ambulance Station, Bagshot Road, Woking, Surrey	PLAN/2020/0313	LEGAL	KNA
0006C	Littlewicks, Carhouse Lane, Horsell, Woking, Surrey	PLAN/2020/0700	PER	HO

SECTION A - 6A

SECTION B - 6B - 6C

PER - Grant Planning Permission

LEGAL - Grant Planning Permission Subject To Compliance Of A Legal Agreement

REF - Refuse

SECTION A

**APPLICATIONS ON WHICH
PUBLIC ARE ELIGIBLE
TO SPEAK**

(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or the area generally)

Former Garden Centre, Mimbridge, Station Road, Chobham, Woking

PLAN/2020/0405

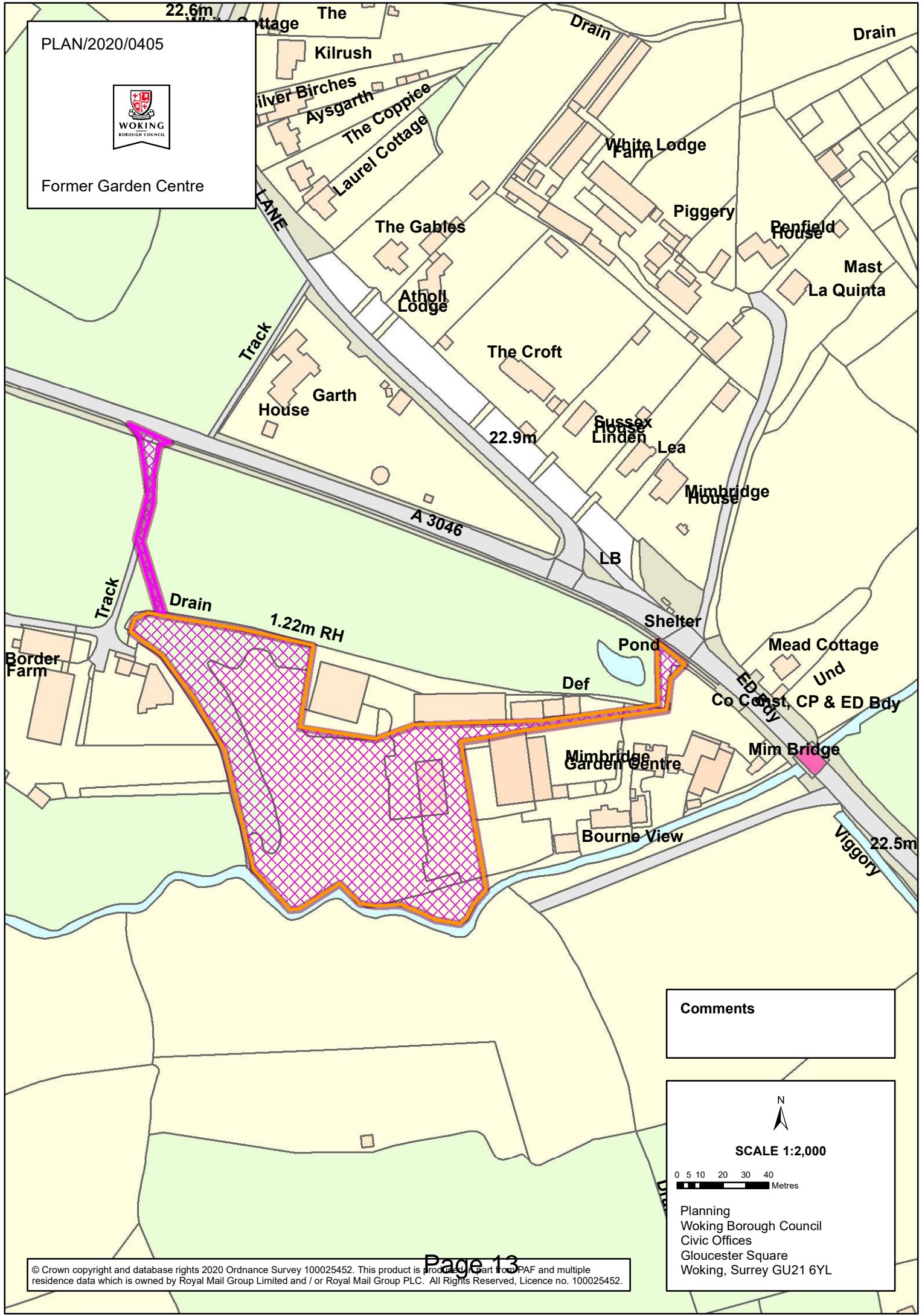
Outline application with all matters reserved for the erection of a crematorium with associated facilities.



PLAN/2020/0405



Former Garden Centre



Comments

N

SCALE 1:2,000

0 5 10 20 30 40 Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

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6a PLAN/2020/0405

WARD: Horsell

LOCATION: Former Garden Centre, Mimbridge, Station Road, Chobham, GU24 8AS

PROPOSAL: Outline application with all matters reserved for the erection of a crematorium with associated facilities.

APPLICANT: Alan Greenwood & Sons

OFFICER: James Kidger

REASON FOR REFERRAL TO COMMITTEE

The application is brought before the Committee at the request of Councillors Chrystie and Hussain.

PROPOSED DEVELOPMENT

Outline planning permission, with all matters reserved, is sought for the erection of a crematorium and associated facilities.

PLANNING STATUS

- Contaminated Land
- Flood Zone 2
- Green Belt
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone A (0-400m)

RECOMMENDATION

REFUSE planning permission.

SITE DESCRIPTION

The site is located at the southerly end of Mimbridge, just north of the Addlestone Bourne, and accessed from Chobham Road to the east. It is within the Green Belt and is also within 400m (Zone A) of the Thames Basin Heaths Special Protection Area (TBH SPA).

PLANNING HISTORY

WO93/0391 – Certificate of lawfulness (existing use) for the importation, storage, screening and sale of soils – approved 26th November 1993.

CONSULTATIONS

- Contaminated Land Officer – No objection subject to recommended conditions.
- Drainage & Flood Risk – Objection.
- Environment Agency – No objection subject to recommended conditions.

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- Environmental Health – No objection at outline stage.
- Highway Authority – Objection.
- Natural England – No objection.
- Surrey Heath Borough Council – Objection.
- Surrey Wildlife Trust – Ecological information required.

REPRESENTATIONS

32 representations have been received objecting to the proposed development for the following reasons:

- Insufficient detail provided
- Proposal may breach the Cremation Act
- Egress would be across Common Land and may have no right of way
- No evidence provided to demonstrate need for a new crematorium
- Pandemic deaths are an exception, not the norm
- No indication of the size of the chapel
- Garden of Remembrance sited close to the Crematory
- Parking provision is unclear and may be inadequate if mourners stay onsite for wakes
- Potential for noise to disturb services taking place
- Inappropriate development within the Green Belt
- Very special circumstances are not evidenced
- Detrimental to the openness of the Green Belt
- Proposal not compliant with guidelines set out within "The Siting and Planning of Crematoria"
- A crematorium in Brookwood with access from the rail station would be a better alternative
- Very limited public transport links
- Site is too small to adequately cater for a crematorium
- Proposed access point would cause delays for through traffic on A3046 Chobham/Station Road
- Incompatible industrial site
- Too close to nearby residential areas with regard to noise and pollution
- Expected volume of traffic would put pressure on local roads
- Emissions may impact nearby dwellings and SPA
- No detail of how ashes would be disposed of
- Site is within the restricted zone of nearby SPA
- Out of character for the locality
- Height of the chimney not specified and may have adverse visual impact
- Loss of floodplain
- Unsustainable car reliant development
- Additional traffic would deter users of Heather Farm SANG and lead to increased use of the SPA
- No ecological assessment made
- Overdevelopment of the site
- Urbanisation of the countryside

RELEVANT PLANNING POLICY

National Planning Policy Framework (NPPF) (2019):

Section 2 – Achieving sustainable development

Section 9 – Promoting sustainable transport

Section 12 – Achieving well-designed places

Section 13 – Protecting Green Belt land

Section 14 – Meeting the challenge of climate change, flooding and coastal change

Section 15 – Conserving and enhancing the natural environment

Development Management Policies DPD (2016):

DM6 – Air and Water Quality

DM7 – Noise and Light Pollution

DM8 – Land Contamination and Hazards

DM13 – Buildings in and Adjacent to the Green Belt

Woking Core Strategy (2012):

CS1 – A spatial strategy for Woking Borough

CS6 – Green Belt

CS7 – Biodiversity and nature conservation

CS8 – Thames Basin Heaths Special Protection Areas

CS9 – Flooding and water management

CS18 – Transport and accessibility

CS21 – Design

CS22 – Sustainable construction

CS24 – Woking's landscape and townscape

CS25 – Presumption in favour of sustainable development

Supplementary Planning Documents (SPDs):

Parking Standards (2018)

Woking Design (2015)

Climate Change (2013)

Outlook, Amenity, Privacy and Daylight (2008)

PLANNING ISSUES

- 1 The main planning considerations material to this application are the impacts of the proposed development on the Green Belt, the SPA, transport, flood risk, and local ecology. These issues relate to the principles of development on the site and not to the detail, much of which would be addressed at reserved matters stage were the outline application to be approved.
- 2 Although no request for a screening opinion has been received, the application has been assessed as to whether it constitutes a Schedule 1 or Schedule 2 application for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). It is considered that the proposal does not fall within either Schedule 1 or Schedule 2, and as such no screening opinion, as per Regulation 8 of the above SI, is required.

Impact on the Green Belt

- 3 The development within the Green Belt of new buildings is covered at national level by Section 13 of the National Planning Policy Framework (NPPF), particularly by paragraphs 143-145. These provisions are reinforced at local level by policies CS6

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and DM13 of the Woking Core Strategy and Development Management Policies DPD respectively.

- 4 Paragraph 145 of the NPPF establishes that the construction of new buildings should be regarded as inappropriate within the Green Belt, and goes on to list a number of exceptions. None of these are considered to apply to the proposed development, which would mainly be sited on previously undeveloped land.
- 5 As a new building within the Green Belt, the proposed crematorium would therefore constitute inappropriate development as per paragraph 145 of the NPPF.
- 6 Paragraph 143 of the NPPF states that “Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”
- 7 The applicant has put forward a number of arguments which together can be considered as a very special circumstances (VSC) case. These are:
 - The extra demand for crematorium slots as a result of the Covid-19 pandemic – which resulted in waiting times of around a month at the spring peak – demonstrate the need for extra capacity.
 - The shortcomings of existing crematoria – reference is made to the lack of parking at Woking Crematorium and the recent flooding at Randall’s Park in Leatherhead – justify a new facility.
 - An existing building would be removed from the site to compensate for the impact of the crematorium on the Green Belt.
 - The proposed crematorium would generate local jobs.
 - The site could lawfully be used for waste storage and recycling, which would have a greater impact on the Green Belt than the proposed crematorium.

Need

- 8 The need for a crematorium in general terms, and the need for a crematorium at this particular Green Belt site, are considered to be the two main hurdles to overcome in order to establish VSC. The applicant would have to demonstrate that the need for a crematorium exists across the Borough, and that no other suitable non-Green Belt site is available.
- 9 This the applicant has failed to do. That the Covid-19 pandemic resulted, in the spring of 2020, in a temporary spike in the death rate is not in doubt. However, a short term increase in the demand for crematoria such as this is not considered to justify a permanent increase in capacity, at least not on its own. A study of the long term trend in demand for crematoria slots, compared to the existing supply, would have to establish a consistent shortfall before an argument for extra capacity could credibly be made. No such study has been attempted.
- 10 Further, even if a need for extra capacity were to be established, it would then have to be demonstrated that the proposed Green Belt location would be the only or best available option and that no other suitable sites within the urban area could be found. Again, no such sequential test has been attempted.
- 11 It has not, therefore, been demonstrated there is need for extra capacity at crematoria, or whether the proposed Green Belt site could not be substituted for a site within the urban area.

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Other potential VSCs

- 12 The alleged deficiencies in the facilities at existing crematoria are not considered in themselves to justify the construction of a new one. The removal of an existing building would mitigate the impact of the proposal and could contribute toward a need based VSC case, but does not amount to VSC in itself. The same point applies to the limited job-creation aspect of the scheme.
- 13 A certificate of lawfulness was granted in 1993 for the importation, storage, screening and sale of soils at the site, and such uses were carried on at the site for a considerable period. Though they have now ceased, there would be no bar in planning terms to prevent a resumption. However, the potential resumption of a long established previous activity at the site is not considered to justify its redevelopment into an entirely different use. It could, though, contribute toward a need based VSC case in the same way as the other factors noted above.
- 14 Overall the arguments put forward by the applicant are not considered to amount to VSCs sufficient to overcome the harm to the Green Belt by reason of inappropriateness, to which paragraph 144 of the NPPF requires “substantial weight” be given.

Thames Basin Heaths Special Protection Area (TBH SPA)

- 15 The site is within Zone A (0-400m) of the TBH SPA, the nearest portion of which lies to the east, just over the Mim Bridge itself. Sites within such close proximity are prohibited from being developed for residential purposes under policy CS8 of the Core Strategy, and should also demonstrate that they “will not give rise to... significant adverse effects upon the integrity of the SPA.”
- 16 No residential development is proposed and there would therefore be no additional population pressure on the nearby SPA, though the potential for additional recreational use as a result of the number of mourners visiting the site is noted. The main impact upon the integrity of the SPA is considered to be the potential for air pollution from the proposed crematorium.
- 17 A significant quantity of technical information has been submitted by the applicant and this is considered to adequately demonstrate that the use of modern equipment would reduce any harmful pollutants to a negligible level. Were the application to be recommended for approval, further details could be sought at reserved matters stage, and appropriate conditions attached. It is further noted that the proposal does not meet the threshold, set out in policy DM6 of the Development Management Policies DPD, which would require the submission of an Air Quality Assessment.
- 18 It is therefore considered that there would be no significant impact to the SPA as a result of the proposed development, subject to an appropriate detailed design at reserved matters stage and the imposition of conditions if required.

Transport

- 19 The proposed crematorium would be accessed from Chobham Road to the east, via the existing vehicular entrance. A one-way system would be employed and vehicles would leave the site at the north-westerly end, via an existing track which intersects with Station Road.

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- 20 The submitted documents are unclear as to the expected volume of traffic, with one suggesting up to eight events per day – four direct cremations and four funerals – while a second envisages up to six funerals per day. Up to 15 cars are expected for each funeral, while the direct cremations are not expected to generate additional traffic.
- 21 The site is large and could relatively easily accommodate sufficient car parking, the details of which would be expected at reserved matters stage. Public transport links to the site are however poor, with only a limited bus service in operation.
- 22 The Highway Authority have been consulted, and have objected to the application on the grounds that not enough information has been provided to enable a proper assessment. The existing access to Chobham Road is narrow and it is unclear whether this could adequately cater for two-way traffic, especially given that a removals business and associated larger vehicles continue to operate from the site. It is also unclear whether the proposed one-way system could be guaranteed, as the track to the north-west is unmade, not currently in use, and may require separate consents as the land lies outside Woking Borough.
- 23 It is therefore considered, as per the response from the Highway Authority, that the applicant has failed to demonstrate that the proposal would not “cause danger and inconvenience to highway users, and interfere with the free flow of traffic on the adjoining public highway”.

Flooding

- 24 The entirety of the site, with the exception of the track to the north-west, lies within Flood Zone 2, and a Flood Risk Assessment (FRA) has been submitted by the applicant. The Council’s Drainage & Flood Risk team have objected to the proposed development, and their comments are worth quoting extensively:

“Following a review of the submitted information, we would object on drainage and flood risk grounds as the proposed development does not comply with National Planning Policy Framework (NPPF) nor Woking Borough Council’s Core Strategy: Policy CS9 and poses an unacceptable loss in flood storage which will increase flood risk to the site and the surrounding area.

The development is located entirely within Flood Zone 2 and the Flood Risk Assessment (FRA) dated August 2020 is insufficient as it does not accurately determine the impact the development will have on the flood risk to the site and the surrounding area. This is contrary to Paragraph 163 of National Planning Policy Framework which states “When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere...”.

The Flood Risk Assessment should assess flood risk from all sources and the impact the development will have on them. An assessment of the loss in flood storage due to the development and any proposed compensation should be included within the FRA. The FRA states that the proposed chapel will be a floodable structure and therefore no flood compensation is required. However, no evidence has been provided to demonstrate that flood water will be able to flow through the building unimpeded and therefore the FRA does not sufficiently assess the impact of the proposed development on flood risk.

The FRA must compare flood levels from the Environment Agency, to a topographic survey of the site to assess the current flood risk. This will also determine the impact the proposed development will have on flood storage and flow routes. The proposed

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development should not lead to a loss in flood storage as this will lead to an increase in flood risk to the site and the surrounding area.

Any loss in flood storage must be compensated for on a level for level basis. The information must demonstrate that there is no loss in the 1 in 100 (1%) annual exceedance probability event plus allowance for climate change. As stated in Paragraph 149 of NPPF "Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk..." and further expanded in Paragraph 030 of the Flood Risk and Coastal Planning Guidance that states "The assessment should demonstrate to the decision-maker how flood risk will be managed now and over the development's lifetime, taking climate change into account.". Land proposed to compensate for loss of storage up to and including the 1 in 100 (1%) annual probability plus climate change must currently be located outside of the 1 in 100 (1%) annual probability plus climate change level and levelled to allow flood water to flow in and out.

There is an ordinary watercourse located to the north of the site where an access track is proposed. The FRA should also determine the impact the proposed development will have on this watercourse. Any works should not impede the flow or reduce the capacity of this watercourse as this will increase flood risk to the area.

Furthermore, the proposed development is classed as 'Major development' and therefore needs to include a detailed drainage strategy in order to be compliant with NPPF and WBC Core Strategy: Policy CS9. The Government has strengthened planning policy on the provision of sustainable drainage for 'major' planning applications which was introduced from 6 April 2015. As per NPPF, all 'major' planning applications being determined from 6 April 2015 must include full details about surface water drainage and sustainable drainage systems, which is now a material consideration.

While the FRA includes details of the surface water drainage strategy and information on the proposed sustainable drainage features, a detailed drainage design is required including suitable hydraulic modelling and a detailed surface water drainage plan. The detailed surface water drainage plan must include pipe sizes and depths to ensure the proposed system is suitable and will work effectively.

The suitable hydraulic modelling to demonstrate the proposed attenuation storage is suitable to ensure the greenfield rates are not exceeded and that there is no flooding in the 1 in 1, 1 in 30 year or 1 in 100 annual probability critical storm duration and any flooding the 1 in 100 plus allowance for climate change critical storm duration is contained safely on site until such a time it can be discharged through the drainage system as close as reasonably practicable to the greenfield rate.

In conclusion this site is classed as a major development and is located entirely within Flood Zone 2. The Flood Risk Assessment is required to assess the existing flood risk to the site and the impact the proposed development will have on flood risk to the site and the surrounding area. The FRA submitted with this application is not compliant as it does not sufficiently assess the loss of flood storage and the impact the development will have on flood risk. A detailed surface water drainage strategy incorporating SuDS is also required to be submitted."

- 25 It is therefore considered that the applicant has failed to demonstrate that the proposed development would not increase flood risk to the site and surrounding area.

Ecology

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- 26 Much of the application site, particularly the element to the west of the existing warehouse and hardstanding, appears to be previously undeveloped land. Policy CS7 of the Core Strategy states that “development proposals [should] contribute to the enhancement of existing biodiversity and geodiversity features and also explore opportunities to create and manage new ones where it is appropriate. This will include those habitats and species listed in the Surrey Biodiversity Action Plan (BAP). Any development that will be anticipated to have a potentially harmful effect or lead to a loss of features of interest for biodiversity will be refused.”
- 27 No ecological survey or similar information has been submitted. It is therefore unclear what impact the proposed development would have, particularly with regard to any protected species that may be present, and to the biodiversity value of the site. Surrey Wildlife Trust have commented on this as follows:
- “No information is present with regards to the current ecological baseline at the development site and whether protected habitats and species may be present within the footprint of the development and whether they may be affected. Given the proximity of the development site to such extensive and highly protected habitats [i.e. the TBH SPA], it is expected that a range of protected species are present within the development site and are likely to be affected by the site clearance expected to accompany the development.”*
- 28 It is further noted that no survey has been undertaken of the existing building which would be demolished as part of the proposal, to establish the presence or otherwise of bats.
- 29 Overall, it is considered that the applicant has failed to demonstrate that the proposed development would not have adverse effects upon protected species, their habitats, and the wider biodiversity value of the site.

Other matters

- 30 Historic uses of the site include nurseries and as such the land may be contaminated, potentially with hydrocarbons, asbestos, chemicals, or waste. The Council’s Contaminated Land Officer has been consulted and has no objection to the proposed development, subject to a series of conditions intended to identify and remediate any contamination. Subject to these conditions, it is considered any contamination could be adequately managed.
- 31 Matters of appearance and scale (of the proposed crematorium), and the landscaping and layout of the site, are reserved matters and would be considered at that stage were this outline application to be approved.
- 32 The proposed crematorium would be located well away from the nearest residential dwelling, such that there would be no overbearing nor overlooking impacts, while the potential for noise from vehicular traffic is not considered to be substantively greater than that generated by the existing uses of the site, namely the removals, funerals and catering businesses.
- 33 As discussed above, it is considered that the use of modern equipment would reduce any harmful pollutants from the cremators to a negligible level, and this would be considered further at reserved matters stage. There would be no significant harm by way of pollution to nearby dwellings.

Local Finance Considerations

- 34 The proposed development would not result in any new residential or retail floorspace and as such would be zero rated for the purposes of the Community Infrastructure Levy (CIL).

CONCLUSION

- 35 The proposed crematorium would constitute inappropriate development within the Green Belt for the reasons set out above. Very special circumstances have not been demonstrated, and in the absence of these significant harm to the Green Belt would result. The proposed development is therefore contrary to policy CS6 of the Woking Core Strategy, policy DM13 of the Development Management Policies DPD, and Section 13 of the NPPF.
- 36 Although the impact to the nearby SPA, subject to further detail and conditions at reserved matters stage, is not considered significant, the proposal fails to demonstrate that there would not be significant adverse impacts to protected species, habitat, and biodiversity within the application site itself. This is contrary to policy CS7 of the Core Strategy, and to legislation including the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981.
- 37 The volume of traffic expected at the site as a result of the proposed development remains unclear, though the site is large enough to accommodate any likely parking requirement. The proposed vehicular accesses, however, are considered inadequate, as it is unclear whether the existing access from Chobham Road could safely accommodate two way vehicular movement, while the proposed exit onto Station Road cannot be guaranteed. These points are especially pertinent given the limited accessibility of the site via public transport, meaning that the large majority of visitors would likely arrive by car. The proposal is therefore contrary to the provisions of policy CS18 of the Core Strategy, and Section 9 of the NPPF.
- 38 The site lies within Flood Zone 2, and the submitted FRA does not adequately assess the loss of flood storage that would result if the development went ahead, and the potential for consequential impact elsewhere. The proposal thus fails to demonstrate that the existing flood risk would not be worsened, contrary to policy CS9 of the Core Strategy and Section 14 of the NPPF.

BACKGROUND PAPERS

Site Photographs dated 4th August 2020.

RECOMMENDATION

It is recommended that planning permission be REFUSED for the following reasons:

1. The proposed crematorium would constitute inappropriate development within the Green Belt as per paragraph 145 of the National Planning Policy Framework (NPPF). Very special circumstances have not been demonstrated, and in the absence of these significant harm to the Green Belt would result. The proposed development is therefore contrary to policy CS6 of the Woking Core Strategy (2012), policy DM13 of the Development Management Policies DPD (2016), and Section 13 of the NPPF (2019).

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2. In the absence of any submitted ecological information, the proposed development fails to demonstrate that there would not be significant adverse impacts to protected species, habitat, and biodiversity within the application site. This is contrary to policy CS7 of the Woking Core Strategy (2012), and to legislation including the Conservation of Habitats and Species Regulations 2017 and the Wildlife and Countryside Act 1981.
3. The proposed vehicular access to the application site is considered inadequate, as it is unclear whether the existing access from Chobham Road could safely accommodate two way vehicular movement, while the proposed exit onto Station Road is unmade, not currently in use, and may require separate consents as the land lies outside Woking Borough. There would also be very limited access to the site via public transport. The proposed development is therefore contrary to policy CS18 of the Woking Core Strategy (2012), and Section 9 of the NPPF (2019).
4. The site lies within Flood Zone 2, and the submitted Flood Risk Assessment (FRA) does not adequately assess the loss of flood storage that would result if the development went ahead, and the potential for consequential impact elsewhere. The proposed development thus fails to demonstrate that the existing flood risk would not be worsened, contrary to policy CS9 of the Woking Core Strategy (2012), and Section 14 of the NPPF (2019).

Informatives:

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2019. The need for further information was indicated to the applicant during the course of the application.
2. The plans relating to the development hereby refused are:

WB/20/4/1 – Site Location Plan – received 23rd April 2020
WB/20/4/2 – Indicative Layout Plan – received 23rd April 2020



ITEM 6a – PLAN/2020/0405

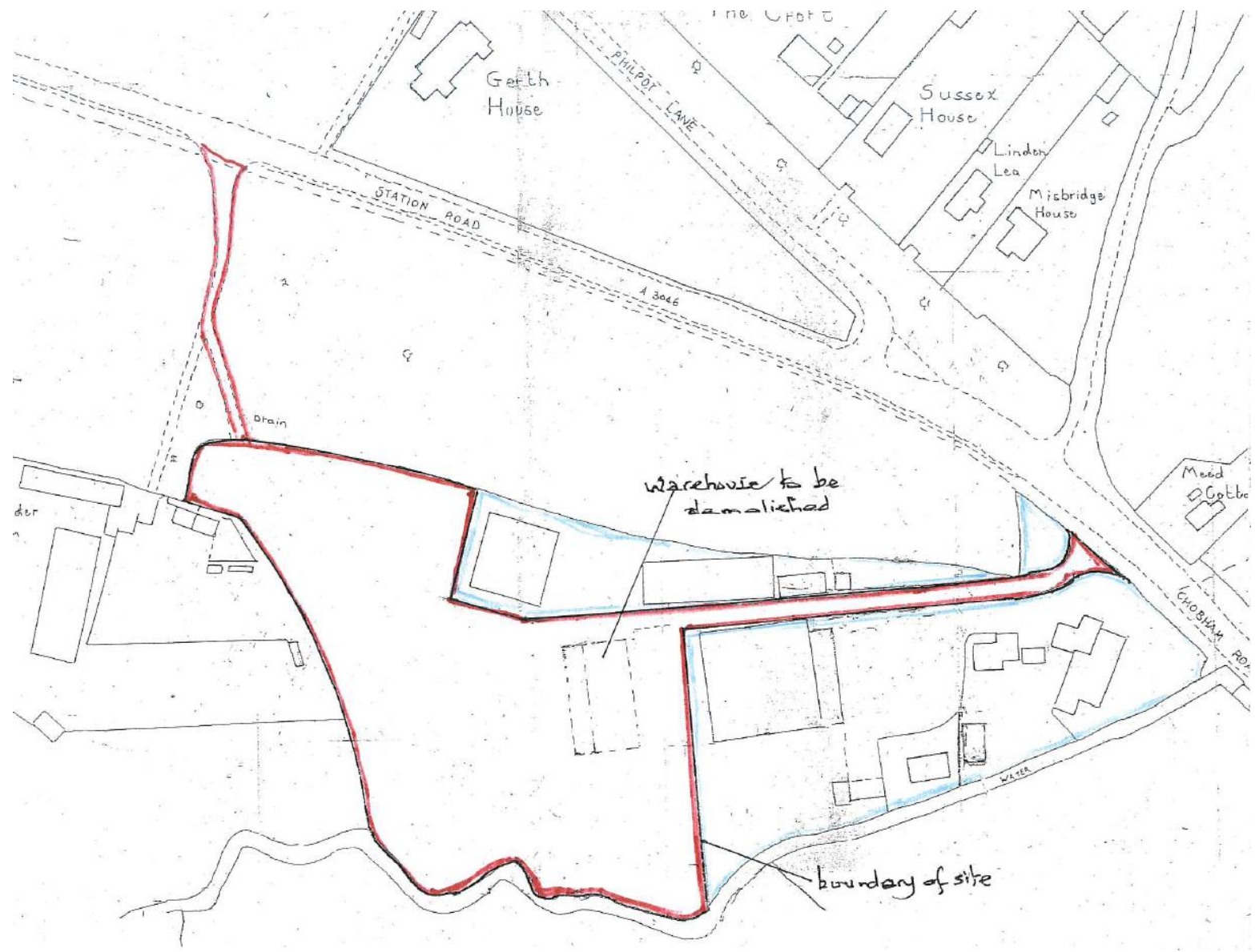
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Former Garden Centre, Mimbridge, Station Road, Chobham, Woking.

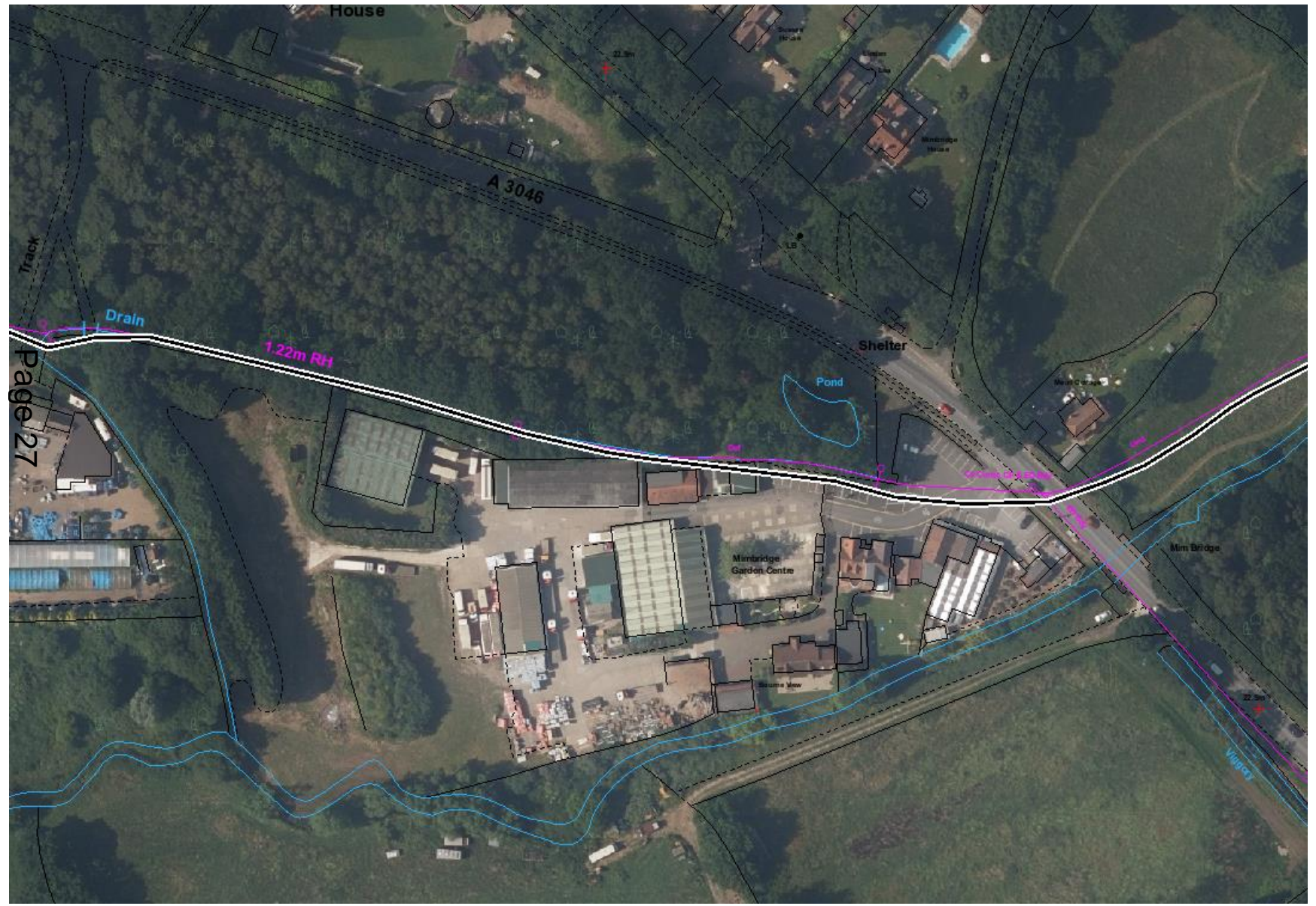
Outline application with all matters reserved for the erection of a crematorium with associated facilities.

Location Plan – PLAN/2020/0405

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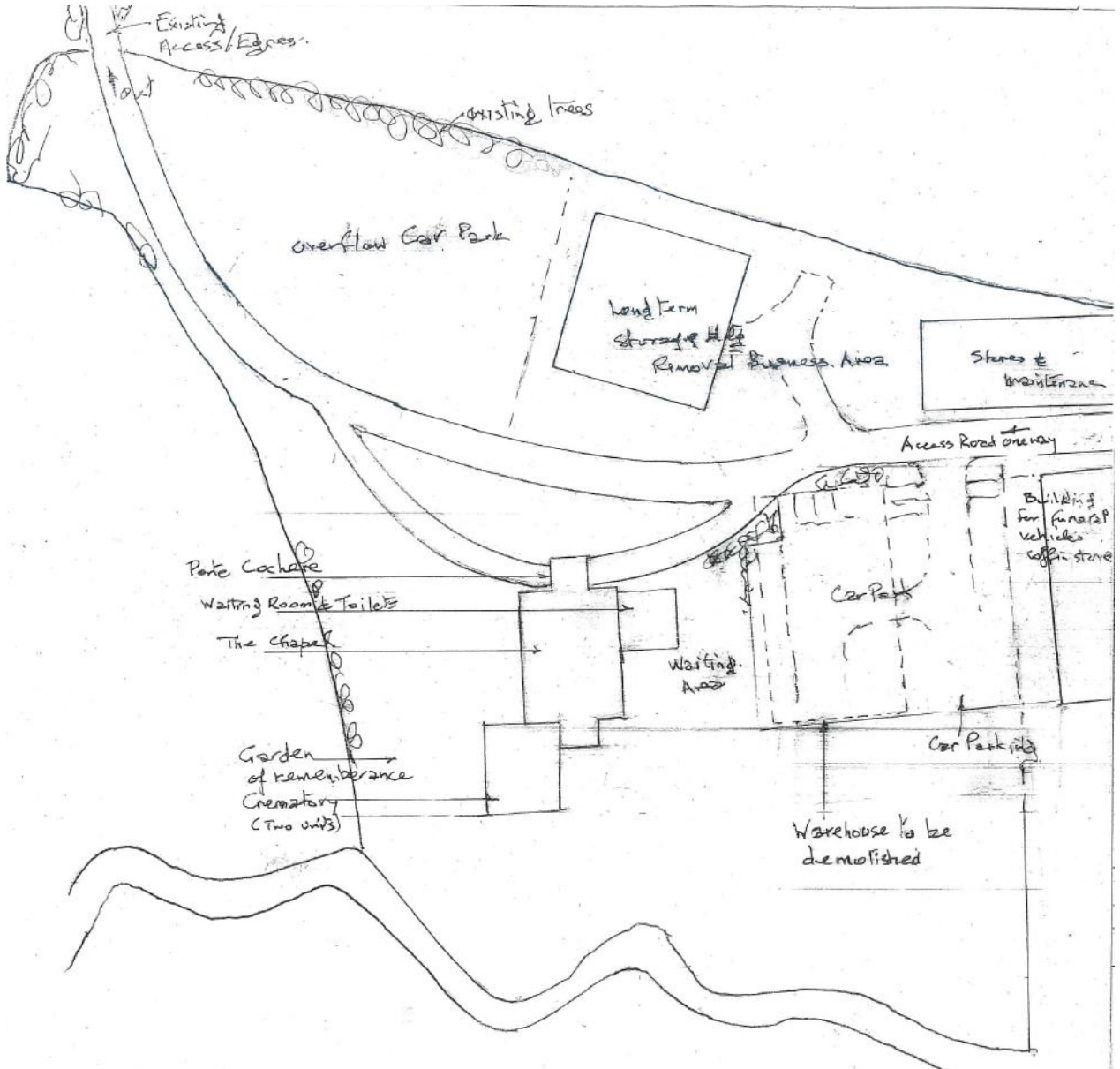


Aerial Photograph – PLAN/2020/0405



Indicative Site Plan – PLAN/2020/0405

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Existing Access from A3046 – PLAN/2020/0405

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A3046 looking south – PLAN/2020/0405

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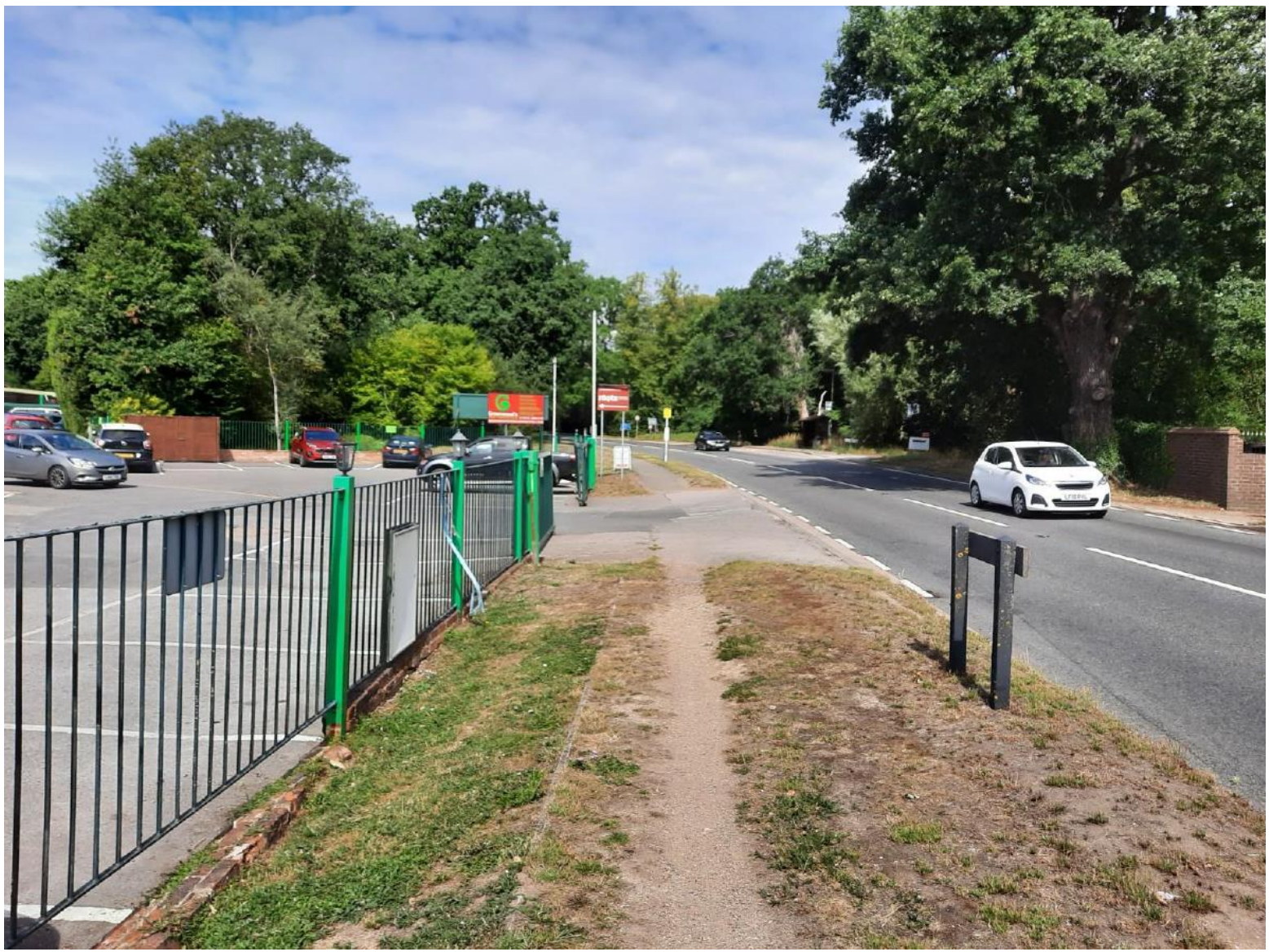


A3046 looking south – PLAN/2020/0405



A3046 looking north – PLAN/2020/0405

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A3046 looking north – PLAN/2020/0405

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Existing Access – PLAN/2020/0405



Existing Access – PLAN/2020/0405



Existing Access – PLAN/2020/0405

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Existing Access – PLAN/2020/0405

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The Site – PLAN/2020/0405



The Site – PLAN/2020/0405



The Site – PLAN/2020/0405



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The Site – PLAN/2020/0405



The Site – PLAN/2020/0405



The Bourne – PLAN/2020/0405



Existing Levels – PLAN/2020/0405

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Existing Levels – PLAN/2020/0405



Westerly Boundary – PLAN/2020/0405

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Westerly Boundary – PLAN/2020/0405



Northerly Boundary – PLAN/2020/0405



Proposed Egress – PLAN/2020/0405



Proposed Egress – PLAN/2020/0405

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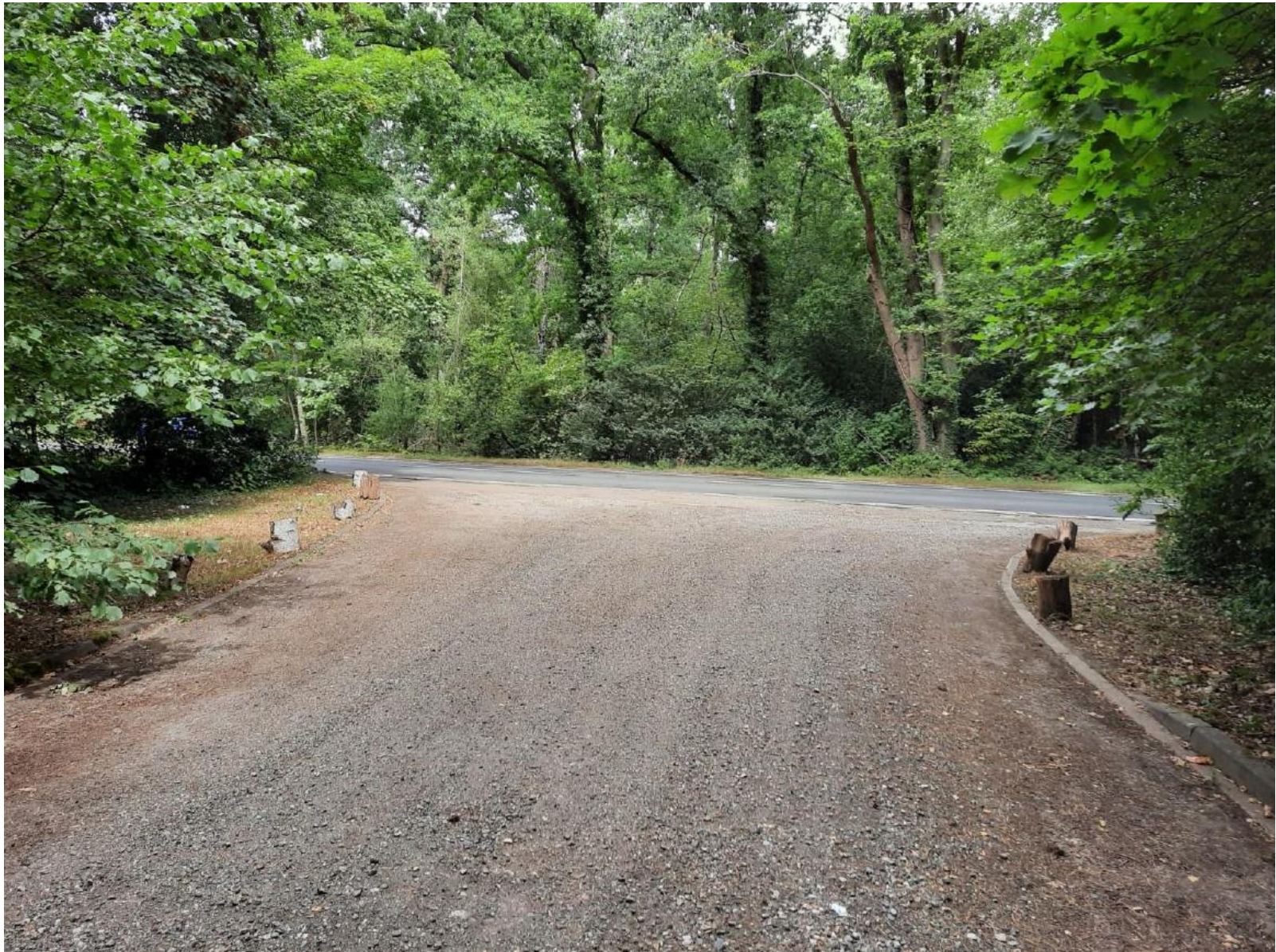


Proposed Egress – PLAN/2020/0405

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Proposed Egress – PLAN/2020/0405



A3046 looking east – PLAN/2020/0405



A3046 looking west – PLAN/2020/0405

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SECTION B

**APPLICATIONS WHICH WILL BE
THE SUBJECT OF A PRESENTATION
BY OFFICERS**

(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or area generally)

Former Ambulance Station, Bagshot Road, Woking

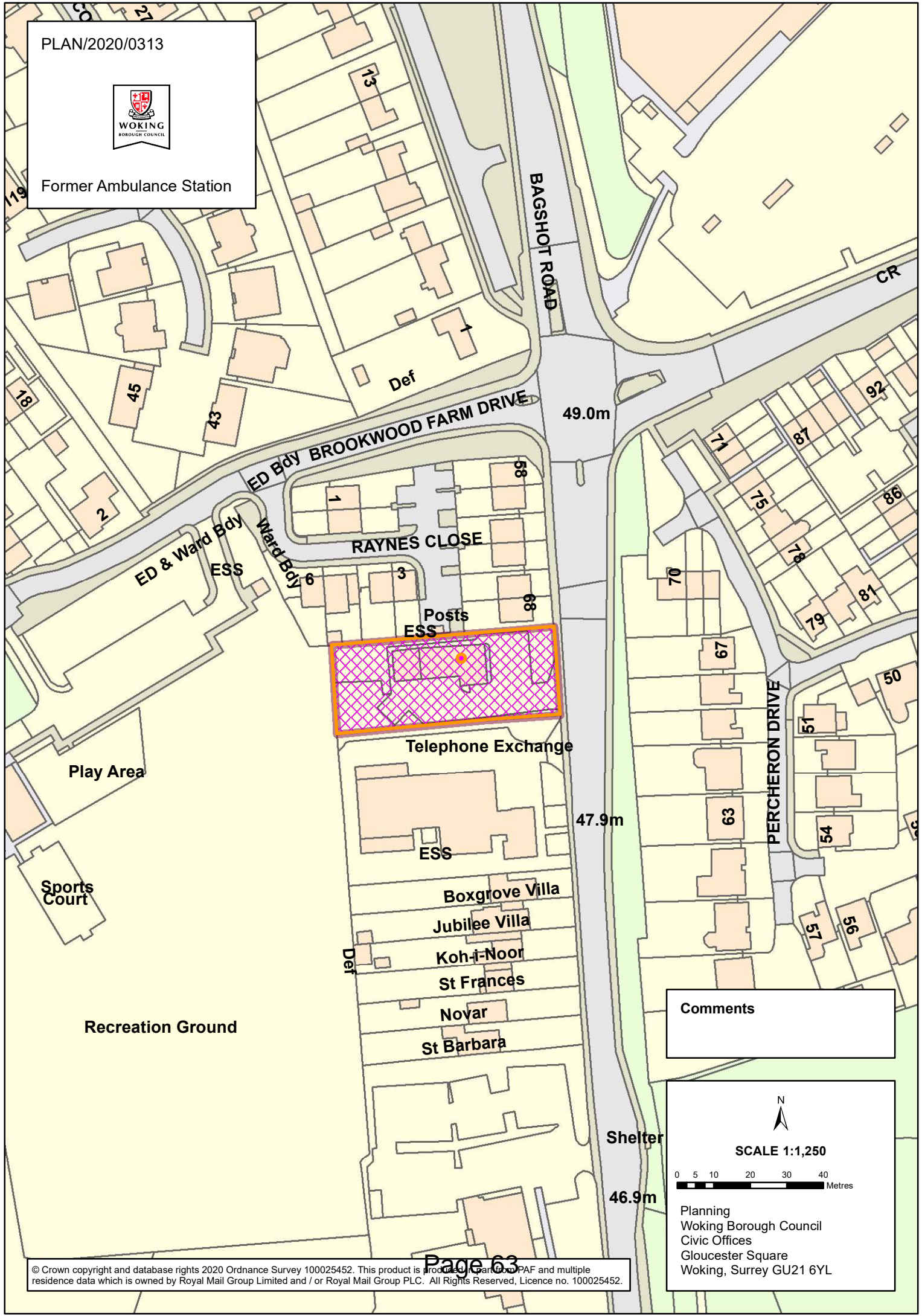
PLAN/2020/0313

Erection of 7x two storey dwellings (Use Class C3) with accommodation in the roof space and associated parking, landscaping, bin and cycle storage and modified vehicular access following demolition of existing vacant Ambulance Station buildings (Use Class Sui Generis)





Former Ambulance Station



Comments

N

SCALE 1:1,250

0 5 10 20 30 40 Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

6b PLAN/2020/0313

WARD: KNA

LOCATION: Former Ambulance Station, Bagshot Road, Woking, GU21 2RP

PROPOSAL: Erection of 7x two storey dwellings (Use Class C3) with accommodation in the roof space and associated parking, landscaping, bin and cycle storage and modified vehicular access following demolition of existing vacant Ambulance Station buildings (Use Class Sui Generis)

APPLICANT: Mr Suneet Jain

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

The proposal includes the creation of 7x new dwellings which falls outside the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

The proposal is for the demolition of the existing buildings on the site and the erection of 7x three bedroom, two storey dwellings with accommodation in the roof space. The dwellings would be arranged in two terraces with associated landscaping, bin and cycle storage. The proposal would utilise an existing vehicular access onto Bagshot Road which would be slightly modified and the proposal would provide a communal parking area of 14x spaces.

Site Area:	0.147ha (1,470m ²)
Existing units:	0
Proposed units:	7
Existing density:	N/A
Proposed density:	47.6dph (dwellings per hectare)

PLANNING STATUS

- Urban Area
- Adjoining Green Belt
- Tree Preservation Order
- Surface Water Flood Risk Area
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

GRANT planning permission subject to conditions and Section 106 Agreement to secure a SAMM contribution.

SITE DESCRIPTION

The proposal relates to a vacant former Ambulance Station on the western side of Bagshot Road, close to the junction with Redding Way and Brookwood Farm Drive. The site is characterised by redundant single storey buildings dating from the 1960s/1970s surrounded by hardstanding. Bordering the site to the north on Bagshot Road and Raynes Close are modern two storey dwellings and to the south of the site is a large telephone exchange

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building. Further to the south are detached dwellings and to the north-west is the newly completed Brookwood Farm Development. To the east and north-east are modern estate housing and a large supermarket. The proposal site is within the Urban Area and borders open land to the rear which is designated Green Belt.

RELEVANT PLANNING HISTORY

- 24913 – Erection of ambulance station – Permitted 01.09.1969
- 22412– Erection of ambulance station - Permitted 01.01.1968

CONSULTATIONS

County Highway Authority: No objection subject to conditions.

Tree Officer: No objection subject to conditions.

Drainage and Flood Risk Engineer: No objection subject to conditions.

Scientific Officer: No objection subject to conditions.

Environmental Health: No objection subject to conditions.

Surrey Wildlife Trust: No objection subject to conditions.

REPRESENTATIONS

Two objections have been received raising the following summarised concerns:

- The construction phase would cause noise disturbance; construction hours should be limited and no generators should be used (*Officer note: Permissible working hours on construction sites are set out by the Control of Pollution Act (1974); the applicant can be reminded of these by way of Informative*)
- Concern that residential development could prejudice the functionality and operation of the adjacent Telephone Exchange; Noise from plant could generate noise complaints (*Officer note: See 'Standard of Accommodation Section'*)

BACKGROUND

Amended plans were received on 24/06/2020 and 01/07/2020 which made small fenestration changes to the dwellings; arboricultural information and vehicle tracking plans were also received. A Noise Assessment was subsequently received on 18/09/2020. The proposal has been assessed on the basis of these amended plans and additional information.

During the course of the planning application several trees were removed from within the site; the remaining tree to the frontage has been protected by a Tree Preservation Order which would be retained as part of the development.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019):

Section 2 - Achieving sustainable development

Section 5 - Delivering a sufficient supply of homes

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Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough
CS6 - Green Belt
CS7 - Biodiversity and nature conservation
CS8 - Thames Basin Heaths Special Protection Areas
CS9 - Flooding and water management
CS10 - Housing provision and distribution
CS11 - Housing Mix
CS12 - Affordable housing
CS18 - Transport and accessibility
CS21 - Design
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

Woking Development Management Policies DPD (2016):

DM2 - Trees and Landscaping
DM7 - Noise and Light Pollution
DM8 - Land Contamination and Hazards
DM13 - Buildings in and adjoining Green Belt

Supplementary Planning Documents (SPDs):

Parking Standards (2018)
Woking Design (2015)
Outlook, Amenity, Privacy and Daylight (2008)

PLANNING ISSUES

Principle of Development:

1. The proposal relates to a former Ambulance Station in Knaphill which is vacant and redundant. The existing use is a 'sui generis' use and is not considered to constitute a community facility; there is therefore no policy presumption against the loss of the existing use. The NPPF (2019) and Core Strategy policy CS25 (2012) promote a presumption in favour of sustainable development. The site lies within the designated Urban Area, in close proximity to a large supermarket and other amenities to the north-east and is within the 400m-5km (Zone B) Thames Basin Heaths Special Protection Area (SPA) buffer zone. Core Strategy (2012) policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place. The proposal would result in the demolition of redundant buildings and replacement with 7x much-needed family dwellings in a sustainable location and the proposal is therefore considered to achieve the efficient use of previously developed land within the urban area.
2. The principle of residential development is therefore considered acceptable subject to the detailed material planning considerations set out below.

Impact on Character:

3. The provision of additional dwellings through the subdivision of existing plots in the urban area can be considered acceptable subject to the impact of the subdivision on

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the pattern, grain and character of development in the surrounding area. Bordering the site to the north are modern two storey dwellings in Raynes Close and to the south of the site is a large telephone exchange building. Further to the south are detached dwellings and to the north-west is the newly completed Brookwood Farm Development. The proposed development would be in the form of a terrace of three dwellings to the front and a terrace of four dwellings to the rear. Whilst the proposal would introduce a second tier of development which could be considered 'backland' development, this is not considered to conflict with the grain of development in the immediate area which is considered varied in nature. For example Raynes Close to the north features dwellings in a similar position in a cul-de-sac layout and the telephone exchange to the south has a large footprint. The nearby Brookwood Farm development has a varied layout and pattern of development.

4. The surrounding area features a mixture of detached, semi-detached and terraced dwellings. The surrounding area is therefore relatively mixed in character and plot widths in Raynes Close range from around 6.5m to 9.3m in width whilst dwellings further to the south are typically around 8m in width. The proposed plot widths range in width from 5m to 8m; overall the plot widths and the pattern and grain of the proposed development is considered to be commensurate with that of the surrounding area.
5. The block to the front would feature a hipped roof design to reflect the roof forms of dwellings in Raynes Close to the north with a front gable feature at the southern end of the terrace; gable features are common in the area including on dwellings to the south. The front block would be two storeys with accommodation in the roof space of one of the dwellings; the front block would be consistent with the eaves and ridge height of adjacent dwellings in Raynes Close and would adopt a similar traditional design approach. The block to the rear adopts a similar eaves and ridge height to the front block but with a pair of gable roofs in the centre of the terrace. The terrace to the rear includes accommodation in the roof space but the dwellings are still considered to retain the appearance of predominately two storey dwellings. The rear terrace features dormer windows to the rear and these are considered visually acceptable and not unduly dominant on the roof slopes.
6. The proposed front terrace respects the building line along Bagshot Road and the proposed dwellings are considered well-proportioned and visually acceptable and are considered consistent with the character of the area. Further details of external materials can be secured by condition.
7. The proposal would incorporate areas of soft landscaping to the frontage and the parking and turning areas would incorporate areas of soft landscaping which is considered to soften the appearance of these areas. Overall the proposed development is considered to achieve an acceptable balance between hard and soft landscaping; details of a robust, high quality soft and hard landscaping scheme can be secured by condition and this would include tree planting within the development.
8. Overall the proposed development is considered commensurate with the character, pattern and grain of development in the area and the proposal is considered to have an acceptable impact on the character of the surrounding area.

Density:

9. In terms of density, the proposal would result in a housing density of 47.6 dwellings per hectare. Core Strategy (2012) policy CS10 sets an indicative density range for infill development in the urban area of 30-40dph. This policy makes clear however that

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density ranges are indicative and states that '*Density levels will be influenced by design with the aim to achieve the most efficient use of land. Where possible, density should exceed 40 dwellings per hectare...*'. As discussed above the proposal is considered to result in an efficient use of land and is considered to result in an acceptable impact on the character of the area. The proposed density is therefore considered acceptable and is considered consistent with the aims of policy CS10 and the wider aims of the Core Strategy (2012).

Impact on Neighbours:

10. The nearest residential neighbours are those on Bagshot Road and Raynes Close to the north; there are no residential neighbours adjoining the site to the south and to the rear is open land. The Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) sets recommended minimum separation distances for different forms of development including 20m for 'rear-to-rear' relationships and 10m for 'front/rear-to-boundary' relationships at two storey level. The main habitable room windows in the proposed development are positioned to the front and rear and do not face towards the nearest neighbours in Raynes Close to the north and there are no proposed side-facing windows facing towards these neighbours. The insertion of side-facing windows in the future can be restricted by condition. The front-facing windows would be positioned in excess of 17m from the rear boundaries of neighbours on Percheron Drive on the opposite side of Bagshot Road to the east which is considered sufficient to avoid an undue overlooking impact.
11. The rear block would not be located directly opposite the rear elevation of No.68 Bagshot Road and other neighbours on Bagshot Road; the rear block would be located a minimum of 18.5m from the boundary with this neighbour and 29m from this neighbour itself at its nearest point. This is considered sufficient to avoid an undue overlooking impact. In terms of relationships within the development, the two blocks would be positioned 28m from each other which is considered sufficient to avoid undue overlooking within the development itself. The proposal is not therefore considered to result in an undue overlooking or loss of privacy impact on surrounding neighbours.
12. Neighbours at No.3-6 Raynes Close to the north have a rear-to-side relationship with the proposed terrace to the rear. The flank elevation of the rear block would have a separation distance of 3m to the rear boundaries of these neighbours which themselves are positioned a further 10.3m from the boundary with the proposal site. The flank elevation facing these neighbours would feature a barn-hipped roof and the proposal would pass the '25° test' with these neighbours. The proposal is not therefore considered to result in an undue loss of light or overbearing impact on these neighbours. The front block would align with the neighbour at No.68 Bagshot Road to the north and would not project beyond the front or rear elevation of this neighbour; the proposal is therefore considered to form an acceptable relationship with his neighbour in terms of potential loss of light and overbearing impacts. Other neighbours are considered to be a sufficient distance from the proposal site to avoid an undue neighbour amenity impact.
13. Overall the proposed development is considered to form an acceptable relationship with surrounding neighbours and is not considered to result in an undue loss of light, overbearing or overlooking impact on neighbours.

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Transportation Impact:

14. The Council's Parking Standards SPD (2018) sets minimum standards of two spaces per three bedroom dwelling. The total parking requirement for the proposed 7x three bedroom dwellings would therefore be 14x spaces. The proposal would provide 14x off-street parking spaces within the proposed development in a communal parking area. The proposal would therefore meet the minimum parking standards and is considered to deliver sufficient off-street parking. The proposal would utilise the existing access onto Bagshot Road which would be slightly modified.
15. Each dwelling would have space within their curtilage for adequate bin and cycle storage. The applicant has provided vehicle tracking diagrams demonstrating how refuse and service vehicles would enter and leave the site in forward gear and it is considered that there is sufficient space within the site for bins to be stored and collected. The County Highway Authority has reviewed the proposal and raises no objection subject to conditions. Overall the proposal is therefore considered to result in an acceptable transportation impact.

Standard of Accommodation.

16. The proposal is for the erection of 7x three bedroom dwellings. The dwellings would have internal floor areas ranging from 84m²-110.5m²; these are considered to achieve an acceptable size of internal accommodation and would accord with the recommended minimum floor areas set out in the National Technical Housing Standards (2015). Habitable rooms would have relatively open outlooks to the front and rear and ground floor windows would have landscaped defensible space in front of them. The Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) recommends that the rear gardens of dwellings should be at least the same size as the footprint of the dwelling they serve. Each of the proposed dwellings would have areas of private amenity space of around 9m in depth which are considered proportionate to the footprint of the dwellings they serve. It is acknowledged that there would be a degree of overlooking from windows in the adjacent Telephone Exchange which area positioned approximately 9m-13m from the boundary of the site, however these are not considered to result in a degree of overlooking which would significantly harm the amenity of future residents.
17. Bagshot Road is a relatively busy road and adjacent to the site is a Telephone Exchange. The operators of the Telephone Exchange have raised a concern that the operation of plant and the testing of generators could generate noise complaints from future residents. The application is accompanied by a Noise Report which assesses the likely impact on future residents from noise and include noise surveys which measures the noise levels emanating from the generators, plant and road noise. The conclusion of the assessment is that subject to appropriate double glazing being installed, the proposed development would achieve an acceptable noise environment. The application is also accompanied by an Odour Assessment which concludes that there were no perceptible odours associated with the operation of plant or generators. The Council's Environmental Health Team has been consulted and raises no objection subject to compliance with the specified mitigation measures.
18. Overall the proposal is considered to achieve an acceptable standard of accommodation for future residents.

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Housing Mix:

19. Core Strategy (2012) policy CS11 requires proposals to address local needs as evidenced in the Strategic Housing Market Assessment (SHMA) which identifies a need for family accommodation of two bedrooms or more. The proposal would result in a net gain of 7x three bedroom family dwellings which is considered an appropriate and acceptable housing mix.

Impact on Trees:

20. During the course of the planning application several trees were removed from within the site which were not protected. The remaining tree to the frontage has been protected by a Tree Preservation Order. Information was received during the course of the application detailing how trees would be protected during construction; the Council's Tree Officer has reviewed the submitted information and raises no objection subject to details of new drainage and service runs being submitted. Subject to a condition securing this information, the proposal is considered to have an acceptable impact on existing trees. Indicative tree planting is shown on the proposed plans and full details of soft landscaping including tree planting can be secured by condition.

Impact on Biodiversity:

21. The application is accompanied by an Ecological Assessment which assesses the potential for the presence of protected species and other species on the site. The assessment concludes that the existing buildings to be demolished have a negligible potential to support roosting bats and the site has an overall low habitat value for bats. The submitted information identifies the potential of the site to support other species however recommendations are made for precautions during clearance of the site. The submitted Ecological Assessment also makes recommendations with regards to potential measures to enhance the biodiversity value of the site (e.g. bird and bat boxes and use of native plant/tree species). Specific details of biodiversity enhancement measures can be secured by condition. Surrey Wildlife Trust has been consulted and raises no objection to the proposal subject to compliance with the recommendations set out in the submitted information. Overall the proposal is therefore considered to result in an acceptable impact on biodiversity subject to conditions.

Drainage and Flood Risk:

22. The proposal site is not within a designated Flood Zone however parts of the site and the surrounding area are identified as being at risk from surface water flooding. The Council's Drainage and Flood Risk Engineer has been consulted and raises no objection subject to conditions securing details of a sustainable drainage scheme. The proposal is therefore considered acceptable in terms of drainage and flood risk subject to conditions.

Green Belt:

23. The proposal site is within the Urban Area but borders the Green Belt to the rear. The rear of the site would be visible from adjacent Green Belt however the proposed development would be viewed in the context of existing development either side in the form of two storey dwellings and garden fencing of Raynes Close which also abuts the Green Belt and the relatively large and imposing telephone exchange building adjacent to the site. Overall the proposal is considered to form an acceptable

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relationship with the Green Belt and is not considered to harm the openness or visual amenity of the Green Belt.

Contamination:

24. Due to the previous use of the site and the possibility of underground fuel tanks, there is potential for contamination on the proposal site. The Council's Scientific Officer raises no objection to the proposal subject to a conditions securing the investigation and remediation of potential contamination. The proposal is therefore considered acceptable in this regard subject to conditions.

Impact on the Thames Basin Heaths Special Protection Area (SPA):

25. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 of the Core Strategy states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an 'Appropriate Assessment' stage rather than taken into consideration at screening stage, for the purposes of the Habitats Directive (as interpreted into English law by the Conservation of Habitats and Species Regulations 2017 (the "Habitat Regulations 2017")). An Appropriate Assessment has therefore been undertaken for the site as it falls within 5 kilometres of the TBH SPA boundary.
26. Policy CS8 of Woking Core Strategy (2012) requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The proposed development would require a SAMM financial contribution of **£6,601** based on a net gain of 7x three bedroom dwellings which would arise from the proposal. The Appropriate Assessment concludes that there would be no adverse impact on the integrity of the TBH SPA providing the SAMM financial contribution is secured through a S106 Legal Agreement. CIL would be payable in the event of planning permission being granted. For the avoidance of doubt, sufficient SANG at Horsell Common has been identified to mitigate the impacts of the development proposal.
27. Subject to securing the provision of the SAMM tariff and an appropriate CIL contribution, and in line with the conclusions of the Appropriate Assessment (as supported by Natural England), the Local Planning Authority is able to determine that the development will not affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. The development therefore accords with Policy CS8 of Woking Core Strategy (2012), the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

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Affordable Housing:

28. The NPPF (2019) establishes that affordable housing should not be sought for developments which are not 'major' developments. The NPPF definition of 'major' development is the same as that in the Development Management Procedure Order (2015) which is defined as 10x units or more. Affordable housing contributions are not therefore sought under this application.

Sustainability:

29. Following a Ministerial Written Statement to Parliament on 25 March 2015, the Code for Sustainable Homes (aside from the management of legacy cases) has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to set and apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. The government has stated that the energy performance requirements in Building Regulations will be set at a level equivalent to the outgoing Code for Sustainable Homes Level 4.
30. Until the amendment is commenced, Local Planning Authorities are expected to take this statement of the Government's intention into account in applying existing policies and setting planning conditions. The Council has therefore amended its approach and an alternative condition will now be applied to all new residential permissions which seeks the equivalent water and energy improvements of the former Code Level 4. The Council has therefore amended its approach and an alternative condition will now be applied to all new residential permissions which seeks the equivalent water and energy improvements of the former Code Level 4.

Community Infrastructure Levy (CIL):

31. The proposal would be liable to make a CIL contribution.

CONCLUSION

32. Considering the points discussed above, the proposal is considered an acceptable form of development which would have an acceptable impact on the amenities of neighbours, on the character of the surrounding area and in transportation terms. The proposal therefore accords with the Development Plan and is recommended for approval subject to conditions and subject to Section 106 Agreement.

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation responses
3. Representations

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PLANNING OBLIGATIONS

The following obligation has been agreed by the applicant and will form the basis of the Legal Agreement to be entered into.

	Obligation	Reason for Agreeing Obligation
1.	SAMM (SPA) contribution of £6,601	To accord with the Habitat Regulations, policy CS8 of the Woking Core Strategy 2012 and The Thames Basin Heaths SPA Avoidance Strategy 2010-2015.

RECOMMENDATION

PERMIT subject to the following conditions:

1. The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission.

Reason: To accord with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Approved Plans

2. The development hereby permitted shall be carried out in accordance with the approved plans listed below:

P01 (Location Plan) received by the LPA on 14/05/2020
PL-03 (Existing and Proposed Block Plan) received by the LPA on 14/05/2020
PL04 Rev.C (Proposed Site Plan) received by the LPA on 01/07/2020
PL-05 (Existing Plans) received by the LPA on 14/05/2020
PL-07 (Existing Side Elevations) received by the LPA on 14/05/2020
PL08 Rev.A (Proposed Ground Floor Plan) received by the LPA on 01/07/2020
PL09 Rev.A (Proposed First Floor Plan) received by the LPA on 01/07/2020
PL10 Rev.A (Proposed Second Floor Plan) received by the LPA on 01/07/2020
PL-11 (Proposed Roof Plan) received by the LPA on 14/05/2020
PL-12 Rev.B (Proposed Elevations – Front Block) received by the LPA on 24/06/2020
PL-13 Rev.A (Proposed Elevations – Rear Block) received by the LPA on 24/06/2020
PL-14 (Proposed Side Elevations) received by the LPA on 14/05/2020
PL-15 Rev.A (Street Scenes) received by the LPA on 01/07/2020
PL-16 (Proposed Sections) received by the LPA on 14/05/2020
TK01 Rev.A (Swept Path Analysis – Refuse Vehicle) received by the LPA on 24/06/2020
TK02 Rev.A (Swept Path Analysis – Fire Tender) received by the LPA on 24/06/2020

Reason: For the avoidance of doubt and in the interests of proper planning.

Materials

3. ++Prior to the commencement any above ground works in connection with the development hereby permitted (excluding demolition), a written specification of all external materials to be used in the construction of the dwellings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the

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approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the area.

Landscaping

4. ++Prior to the commencement of the development hereby permitted (excluding demolition), a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be planted, details of materials for areas of hardstanding and details of boundary treatments, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the area.

Tree Protection

5. The development hereby permitted shall take place in strict accordance with Arboricultural Method Statement dated 01/07/2020 and Tree Survey prepared by Green Earth Arboricultural and Environmental Consultants, including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity.

6. ++Prior to the commencement of the development hereby permitted (excluding demolition) full details of the method of construction and position of any new drainage and service runs on the site shall be submitted to and approved in writing by the Local Planning Authority. The method shall adhere to the principles embodied in BS 5837:2012 and the involvement of an arboricultural consultant and engineer will be necessary. The development shall thereafter be carried out strictly in accordance with the agreed details.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity.

Highways

7. ++ Prior to the commencement of the development hereby permitted a Method of Construction Statement, to include details of points (a) to (d) below, shall be submitted

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to and approved in writing by the Local Planning Authority. The approved details shall then be implemented during the construction of the development hereby approved.

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) on-site turning for construction vehicles

Measures will be implemented in accordance with the approved Method of Construction Statement and shall be retained for the duration of the construction period. Only the approved details shall be implemented during the construction works unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and in the interests of public safety and amenity

8. Prior to the first occupation of the development hereby permitted, the proposed modified vehicular access to Bagshot Road shall be constructed and provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter shall be kept permanently maintained.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and in the interests of public safety and amenity.

9. Prior to the first occupation of the development hereby permitted, space shall be laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be permanently retained and maintained for their designated purposes.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and in the interests of public safety and amenity.

10. Prior to the first occupation of the development hereby permitted, secure cycle storage for each of the dwellings hereby permitted shall be provided and made available for use in accordance with the approved plans listed in this notice and shall thereafter be retained and made available for use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided.

11. No above ground development (excluding demolition) associated with the development hereby permitted shall commence until a scheme detailing the proposed waste and recycling storage and management arrangements has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in full prior to the first occupation of the development and maintained thereafter at all times.

Reason: In the interests of amenity and to ensure the appropriate provision of waste infrastructure.

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Ecology

12. The development hereby permitted shall take place in accordance with the precautions and recommendations set out in the within the Ecological Assessment dated 03/03/2020 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect and enhance biodiversity on the site.

13. Prior to any above ground works in connection with the development hereby permitted (excluding demolition), details of the measures for the enhancement of biodiversity on the site, in accordance with the recommended actions within the Ecological Assessment dated 03/03/2020 and a timetable for their provision on the site, shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in full accordance with the agreed details prior to the first occupation of the development hereby permitted and thereafter shall be permanently retained and maintained in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to protect and enhance biodiversity on the site.

14. No external lighting including floodlighting shall be installed until details (demonstrating compliance with the recommendations of the Institute of Lighting Engineers "Guidance Notes for Reduction of Light Pollution" and the provisions of BS 5489 Part 9) have been submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall thereafter be installed and maintained in accordance with the approved details.

Reason: In the interests of residential amenity and biodiversity.

Permitted Development

15. Notwithstanding the provisions of Article 3 and Schedule 2, Part 1 and Classes A, B, D and F of The Town and Country Planning (General Permitted Development) Order 2015 (as amended), (or any orders amending or re-enacting that Order with or without modification) no extension, enlargement or addition to the dwellings hereby permitted, nor any hardstanding provided forward of the principal front elevation of any of the dwellings hereby permitted, shall be carried out without planning permission being first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of nearby properties and the character of the area and for this reason would wish to control any future development.

16. Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no window, dormer window, rooflight or other additional openings, other than those expressly authorised by this permission, shall be formed in the north or south-facing elevation or roof slope of the dwellings hereby permitted at first floor level or above without planning permission being first obtained from the Local Planning Authority.

Reason: To protect the amenity and privacy of the occupiers of adjoining properties.

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Noise

17. The mitigation measures specified in the Noise Assessment prepared by Accon UK Ltd dated 15.09.2020 and received by the Local Planning Authority on 18.09.2020 shall be implemented in full prior to the first occupation of the development hereby permitted and thereafter permanently maintained thereafter at all times.

Reason: To protect the amenity of future occupiers.

Drainage

18. No development shall commence until a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall demonstrate the surface water run-off generated up to and including the 1 in 100 plus climate change critical storm will be as close as reasonably practicable to the pre-development Greenfield Rate and not exceed the run-off from the existing site following the corresponding rainfall event and will be designed in accordance with the Non-Statutory Technical Standards for sustainable Drainage Systems .

The drainage scheme details to be submitted for approval shall also include:

- I. Calculations demonstrating the proposed systems is as close as reasonably practicable to the pre-development greenfield runoff rate and no increase in surface water runoff rates and volumes discharged from the site compared to the existing scenario up to the 1 in 100 plus climate change storm event.
- II. Calculations demonstrating no on site flooding up to the 1 in 30 storm event and any flooding in the 1 in 100 plus climate change storm event will be safely stored on site ensuring no overland flow routes.
- III. Detail drainage plans showing where surface water will be accommodated on site,
- IV. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The surface water drainage scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby permitted and thereafter it shall be managed and maintained in accordance with the approved details in perpetuity.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and to ensure the future maintenance of these in accordance with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the policies in the NPPF.

19. Prior to the first occupation of the development hereby permitted, a Verification Report (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), shall be submitted to and approved in writing by the Local Planning Authority. The Verification Report shall include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and Control mechanism.

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Reason: To ensure that the development achieves a high standard of sustainability and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the policies in the NPPF.

Sustainability

20. ++ Prior to the commencement of any above ground works in connection with the development hereby permitted, written evidence shall be submitted to and approved in writing by the Local Planning Authority (LPA) demonstrating that the development will:
- Achieve a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of a Design Stage Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and,
 - Achieve a maximum water use of no more than 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended), measured in accordance with the methodology set out in Approved Document G (2015 edition). Such evidence shall be in the form of a Design Stage water efficiency calculator.

Development shall be carried out wholly in accordance with the agreed details and maintained as such in perpetuity unless otherwise agreed in writing by the LPA.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policy CS22 of the Woking Core Strategy 2012.

21. The development hereby permitted shall not be occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that the development has:
- Achieved a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and
 - Achieved a maximum water use of 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended). Such evidence shall be in the form of the notice given under Regulation 37 of the Building Regulations.

Development shall be carried out wholly in accordance with the agreed details and maintained as such in perpetuity unless otherwise agreed in writing by the LPA.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policy CS22 of the Woking Core Strategy 2012.

Contamination

22. ++Prior to the commencement of the development hereby permitted a comprehensive, written Environmental Desktop Study Report shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The report to be submitted shall identify and evaluate possible on and off-site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model.

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The study shall include relevant regulatory consultations and shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

23. ++Prior to the commencement of the development hereby permitted and any contaminated land site investigations on site and in follow-up to the Environmental Desktop Study Report, a contaminated land site investigation proposal shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). This proposal shall provide details of the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model. Following approval, the Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of site investigation works on site. The site investigation works shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

24. ++Prior to the commencement (excluding demolition and site clearance) of the development hereby permitted a Contaminated Land Site Investigation and Risk Assessment, undertaken in accordance with the approved site investigation proposal, that determines the extent and nature of contamination on site and reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

25. ++Prior to the commencement of the development hereby permitted, a detailed Remediation Method Statement shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The Remediation Method Statement shall detail the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and shall detail the information to be included in a validation report. The Remediation Method Statement shall also provide information on a suitable Discovery Strategy to be utilised on site should contamination manifest

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itself during site works that was not anticipated. The Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

26. Prior to the first occupation of the development hereby permitted, a Remediation Validation Report for the site shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems shall have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment.

27. Contamination not previously identified by the site investigation, but subsequently found to be present at the site shall be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development shall cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted to and approved in writing to the Local Planning Authority (including any additional requirements that it may specify). The development shall then be undertaken in accordance with the approved details. Should no further contamination be identified then a brief comment to this effect shall be required to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment.

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework (2019).
2. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or

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the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences>

3. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: <https://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice/more-about-flooding/ordinary-watercourse-consents>
4. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
5. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
6. The applicant is advised that under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours:-

8.00 a.m. - 6.00 p.m. Monday to Friday
8.00 a.m. - 1.00 p.m. Saturday
and not at all on Sundays and Bank Holidays.
7. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), **it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development.** The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from: http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

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Claims for relief must be made on the appropriate forms which are available on the Council's website at:

<https://www.woking.gov.uk/planning/service/contributions>

Other conditions and requirements also apply and failure to comply with these will lead to claims for relief or exemption being rendered void. The Local Planning Authority has no discretion in these instances.

For full information on this please see the guidance and legislation here:

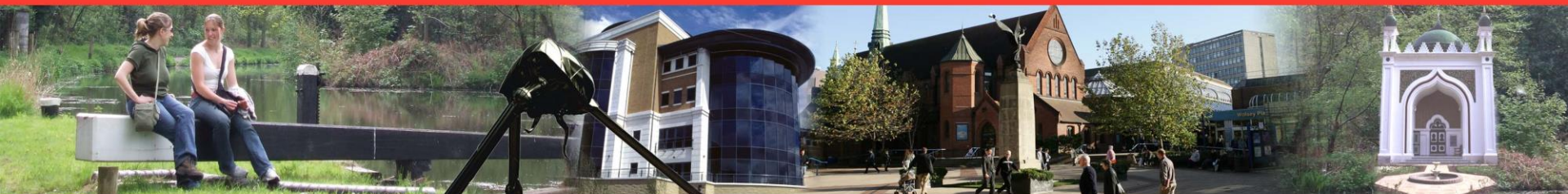
<https://www.gov.uk/guidance/community-infrastructure-levy>

<http://www.legislation.gov.uk/all?title=The%20Community%20Infrastructure%20Levy%20Regulations%20>

Please note this informative provides general advice and is without prejudice to the Local Planning Authority's role as Consenting, Charging and Collecting Authority under the Community Infrastructure Levy Regulations 2010 (as amended).

8. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.



ITEM 6b – PLAN/2020/0313

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Former Ambulance Station, Bagshot Road, Woking, Surrey.

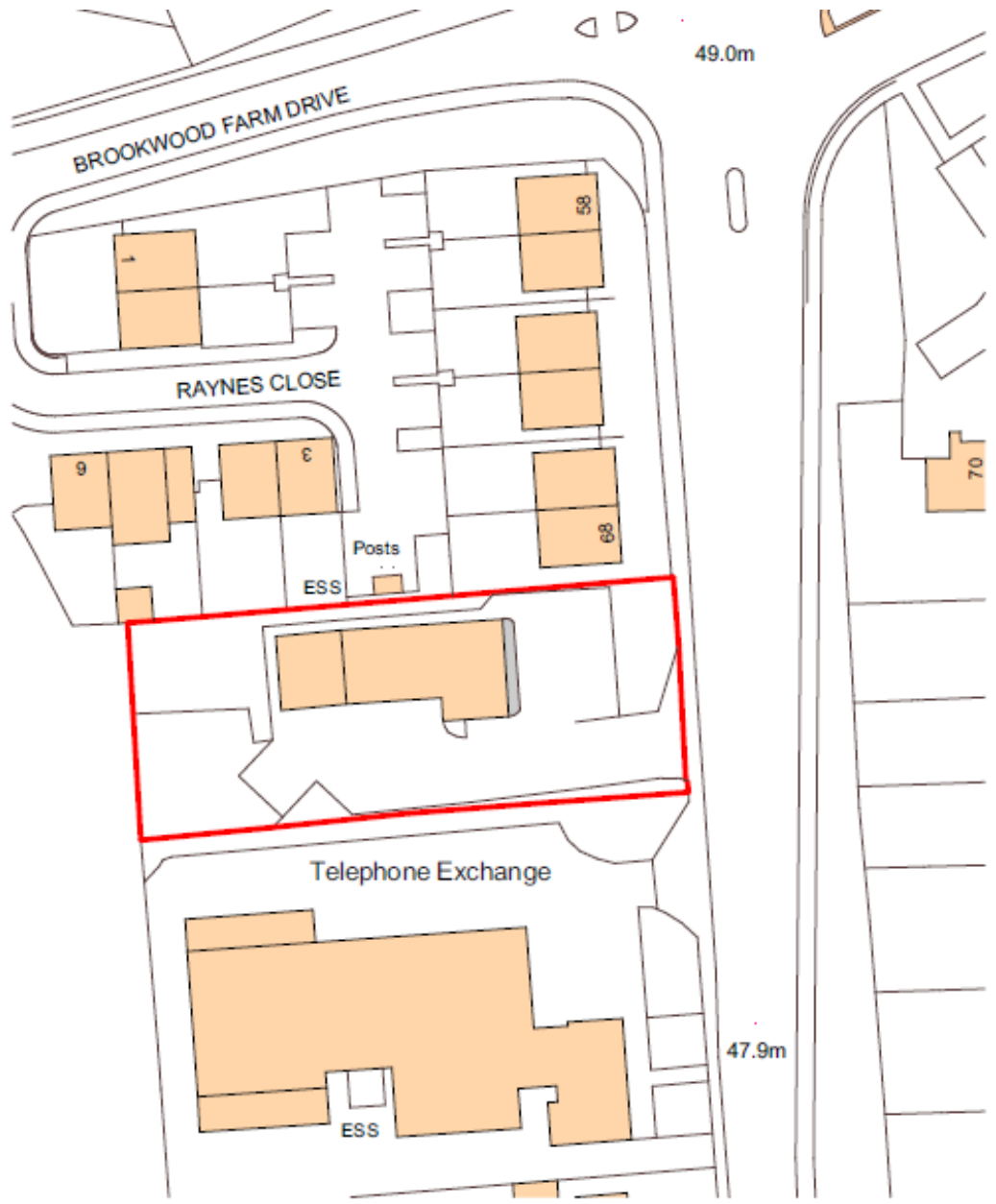
Erection of 7x two storey dwellings (Use Class C3) with accommodation in the roof space and associated parking, landscaping, bin and cycle storage and modified vehicular access following demolition of existing vacant Ambulance Station buildings (Use Class Sui Generis)

Location Plan – PLAN/2020/0313

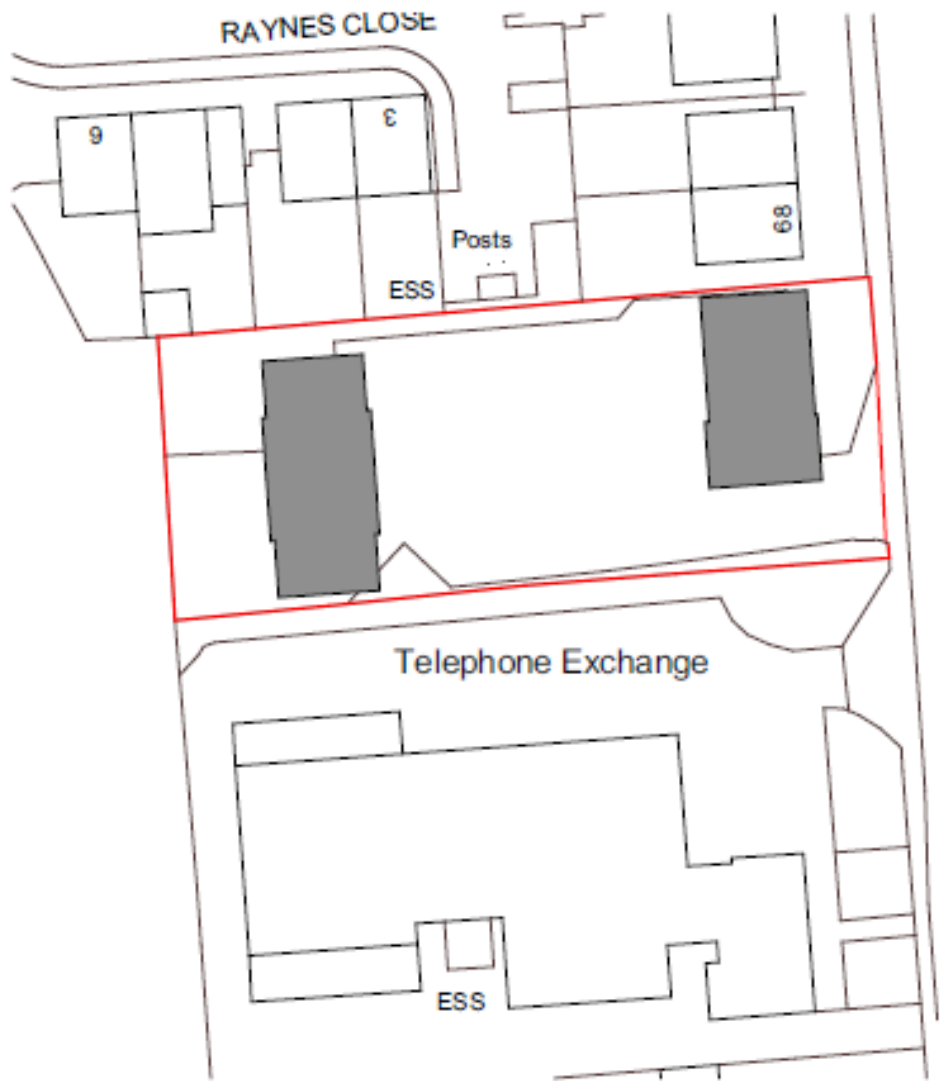
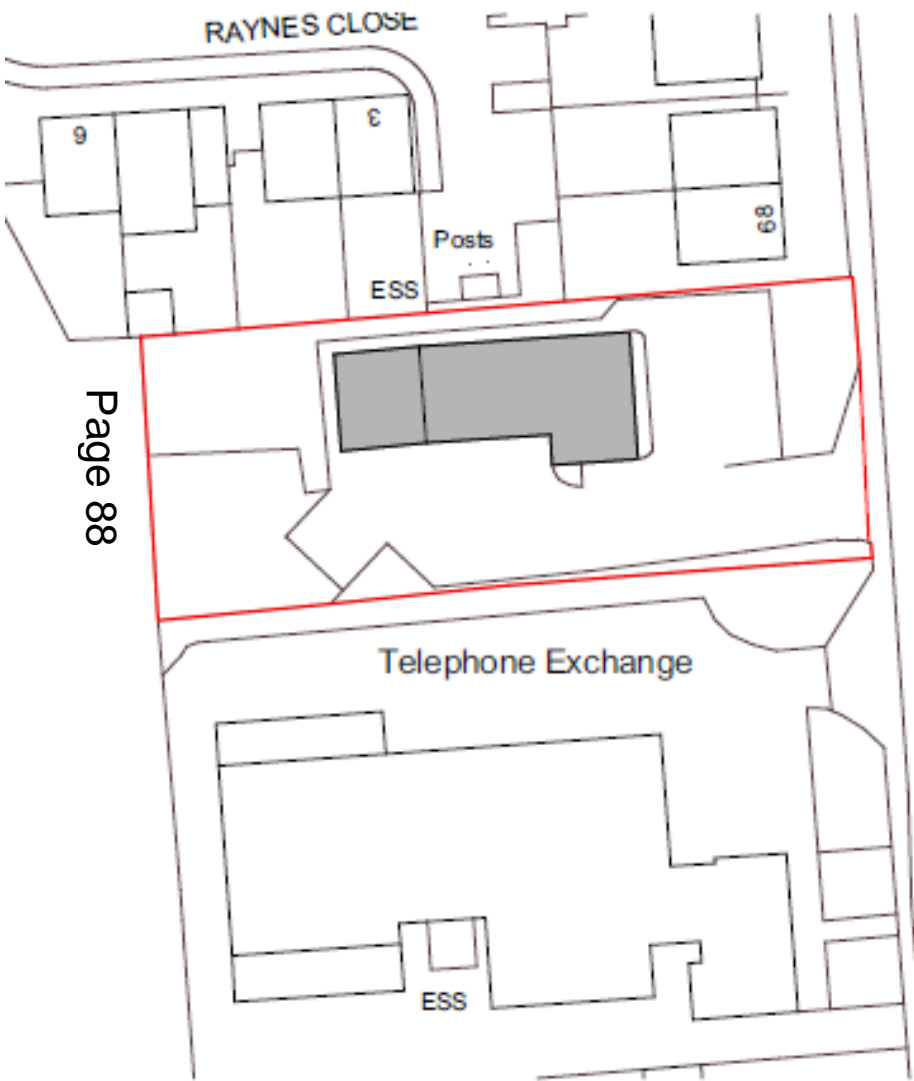


Location Plan – PLAN/2020/0313

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Existing and Proposed Block Plan – PLAN/2020/0313



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Site Plan – PLAN/2020/0313

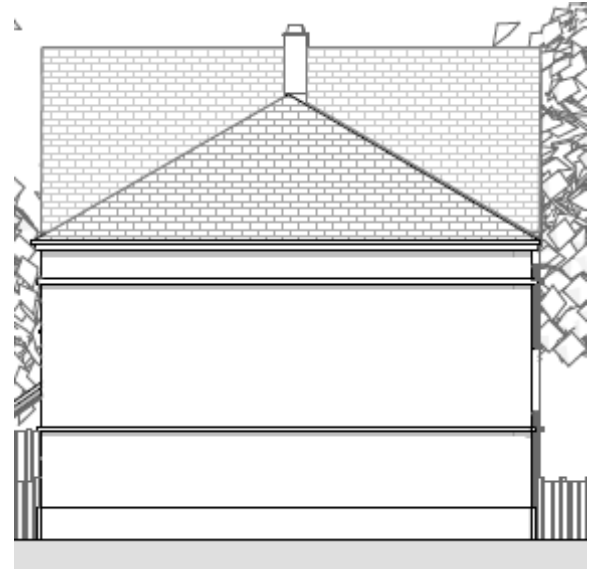
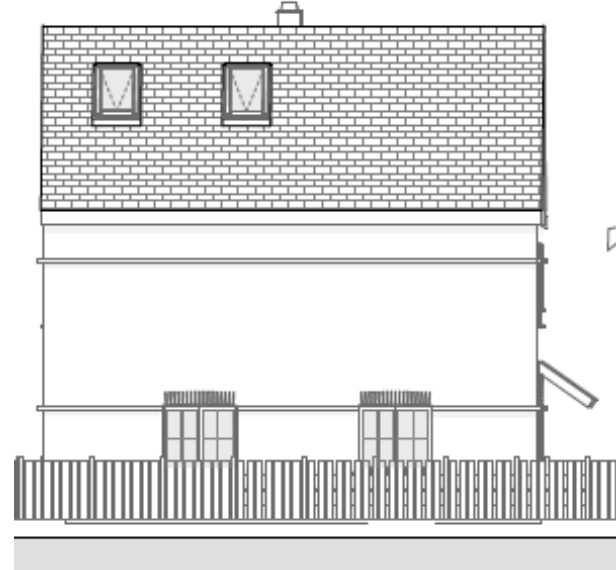
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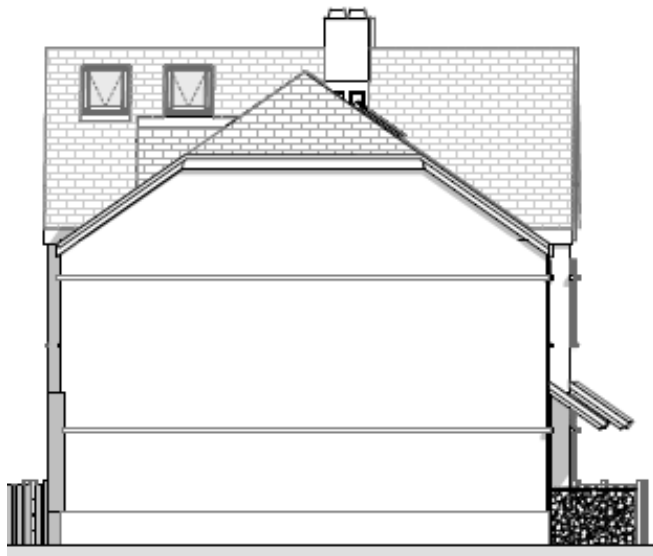
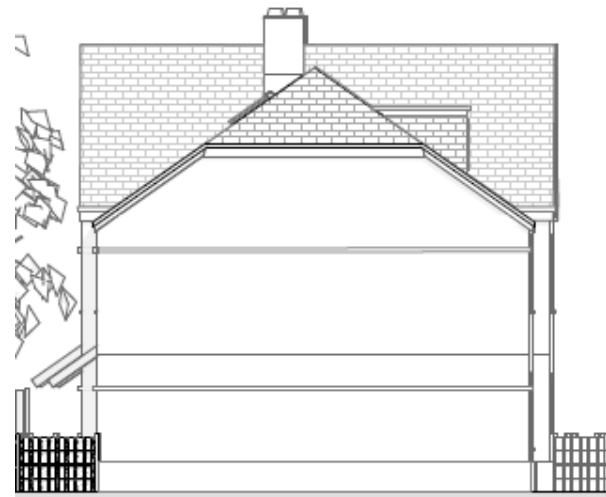
Proposed Front Block – PLAN/2020/0313



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Proposed Rear Block – PLAN/2020/0313



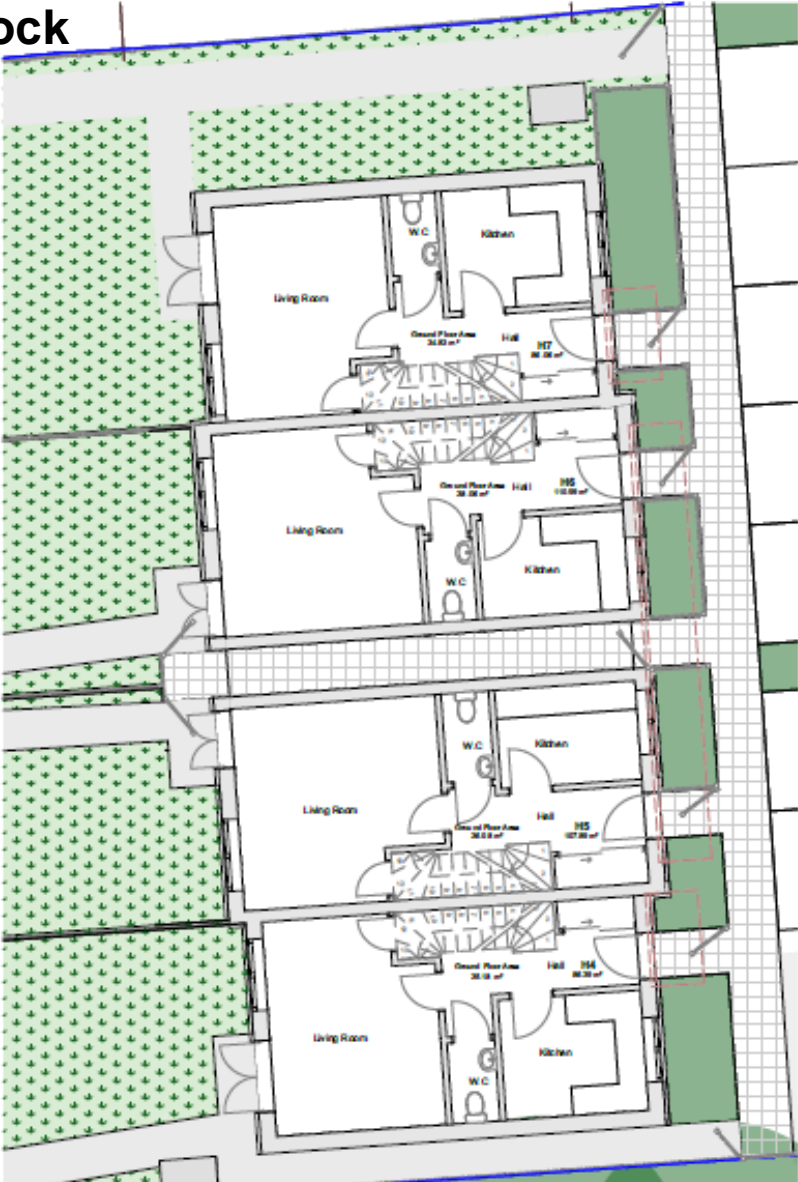
Existing and Proposed Street Scenes – PLAN/2020/0313



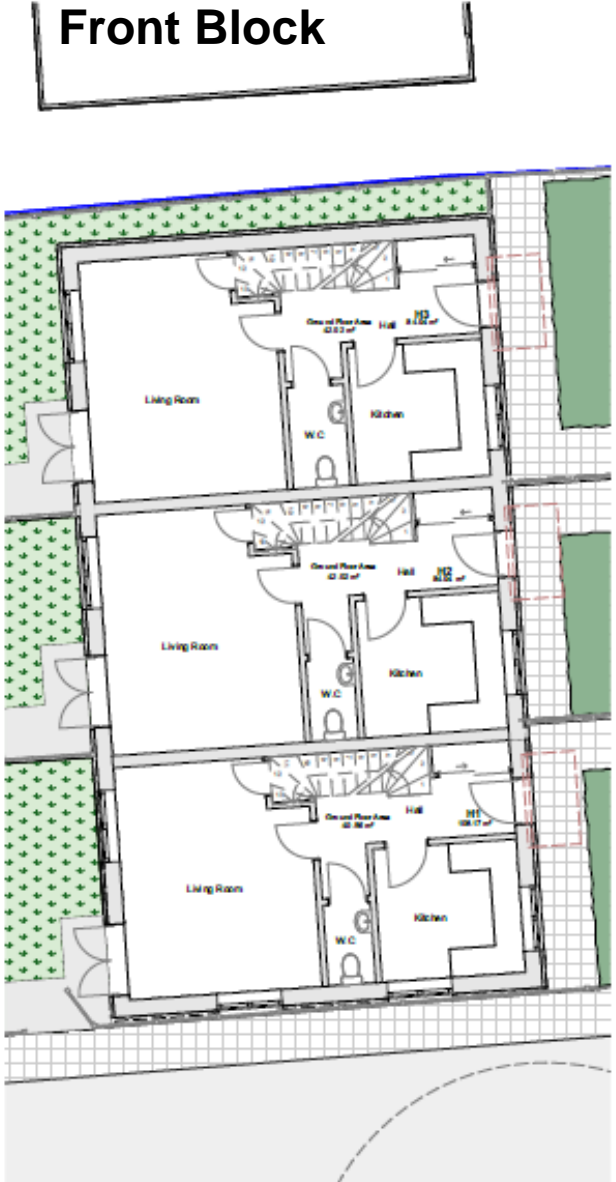
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Ground Floor Plan – PLAN/2020/0313

Rear Block



Front Block

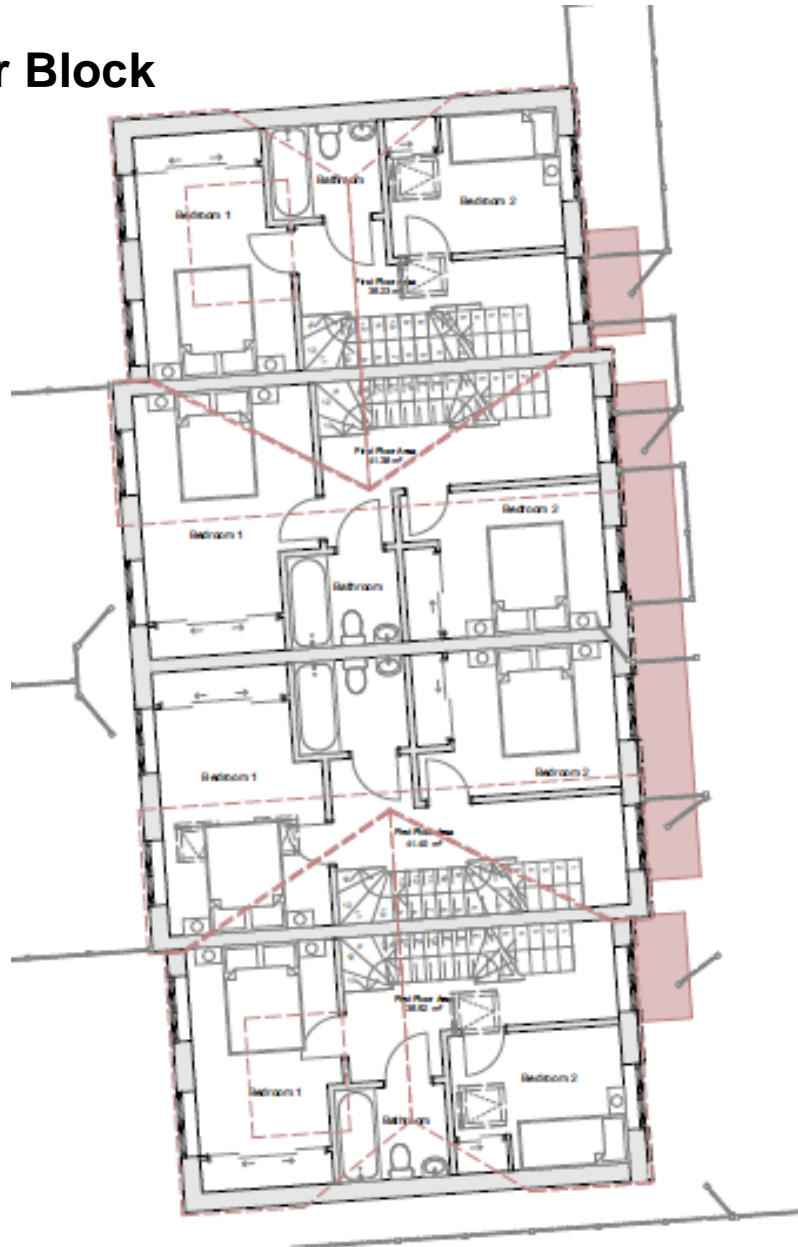


First Floor Plan – PLAN/2020/0313

Rear Block

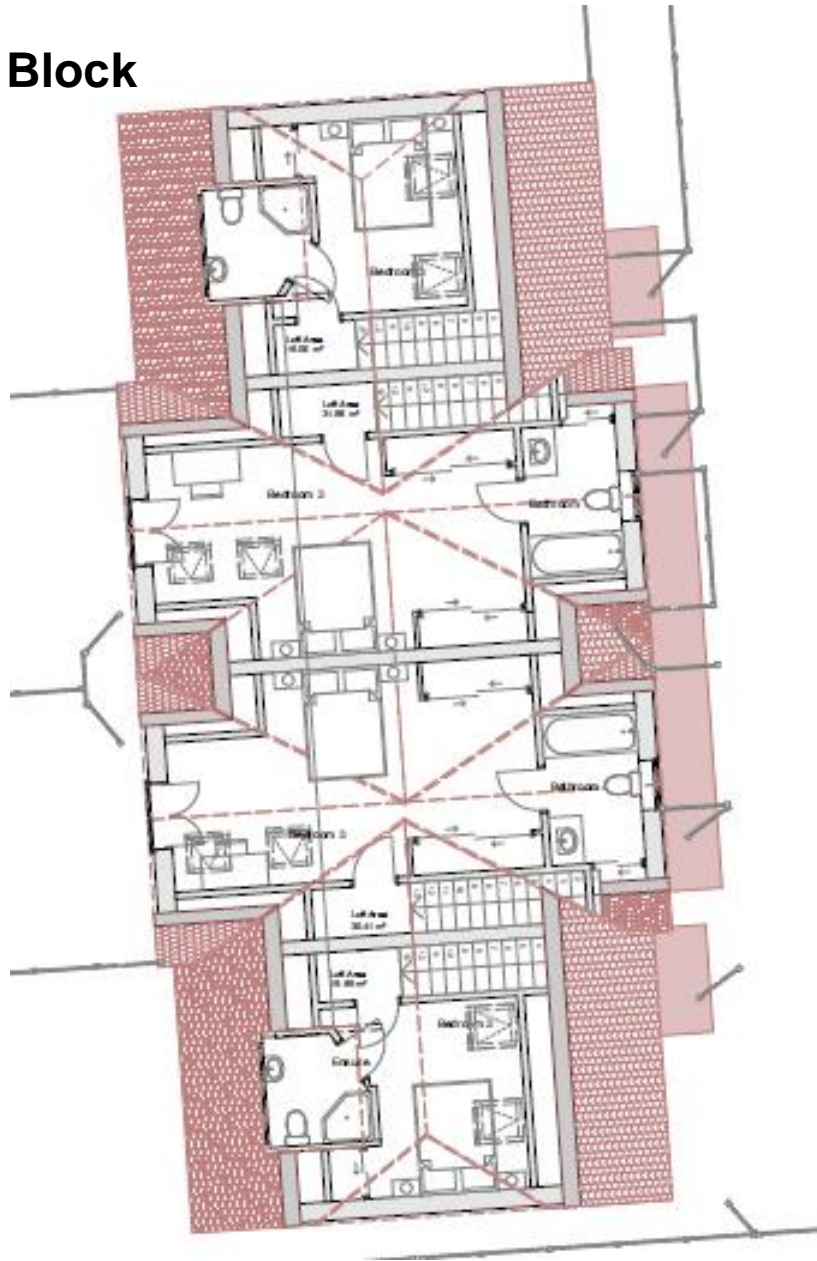
Front Block

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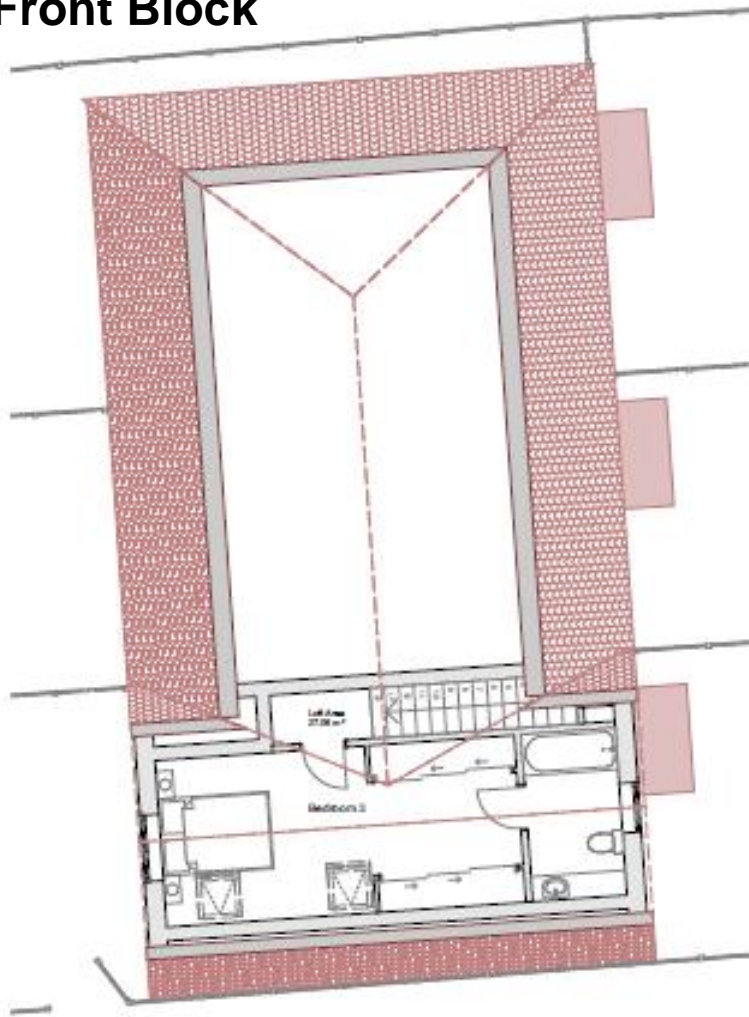


Second Floor Plan – PLAN/2020/0313

Rear Block

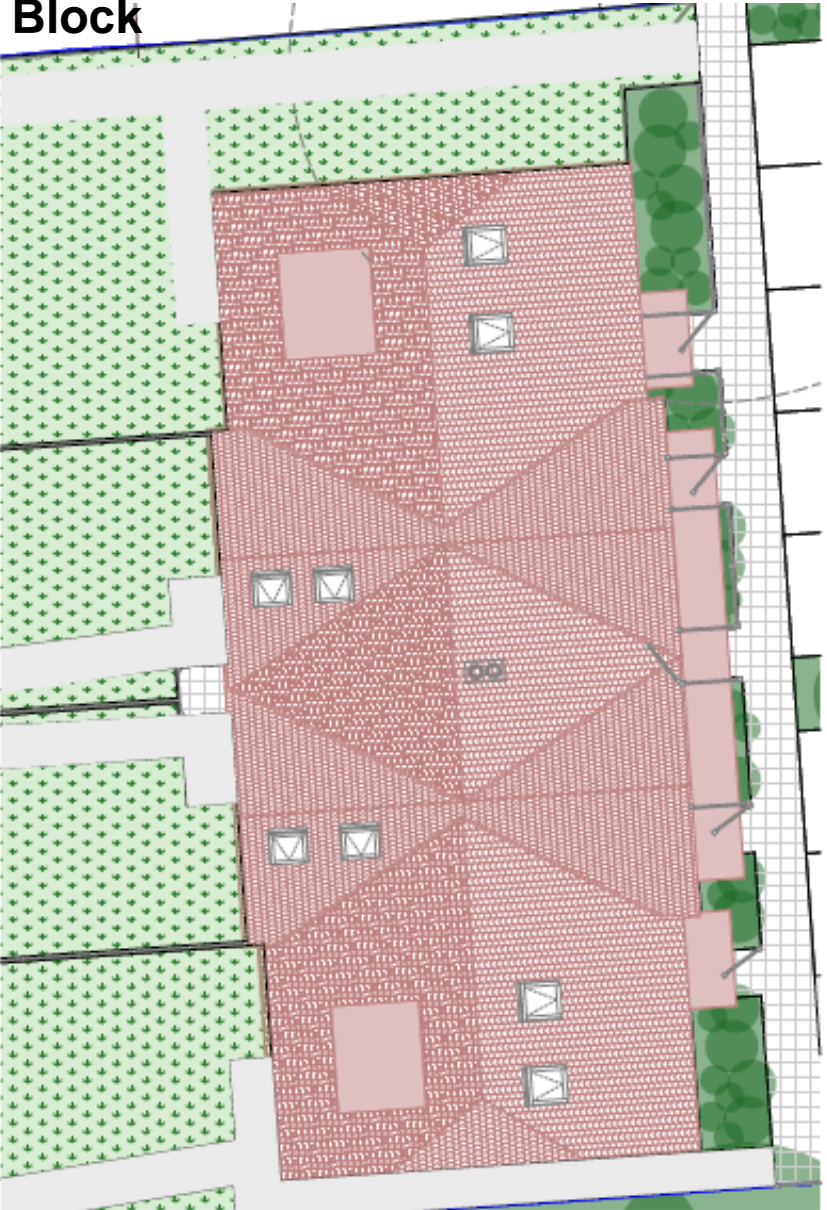


Front Block

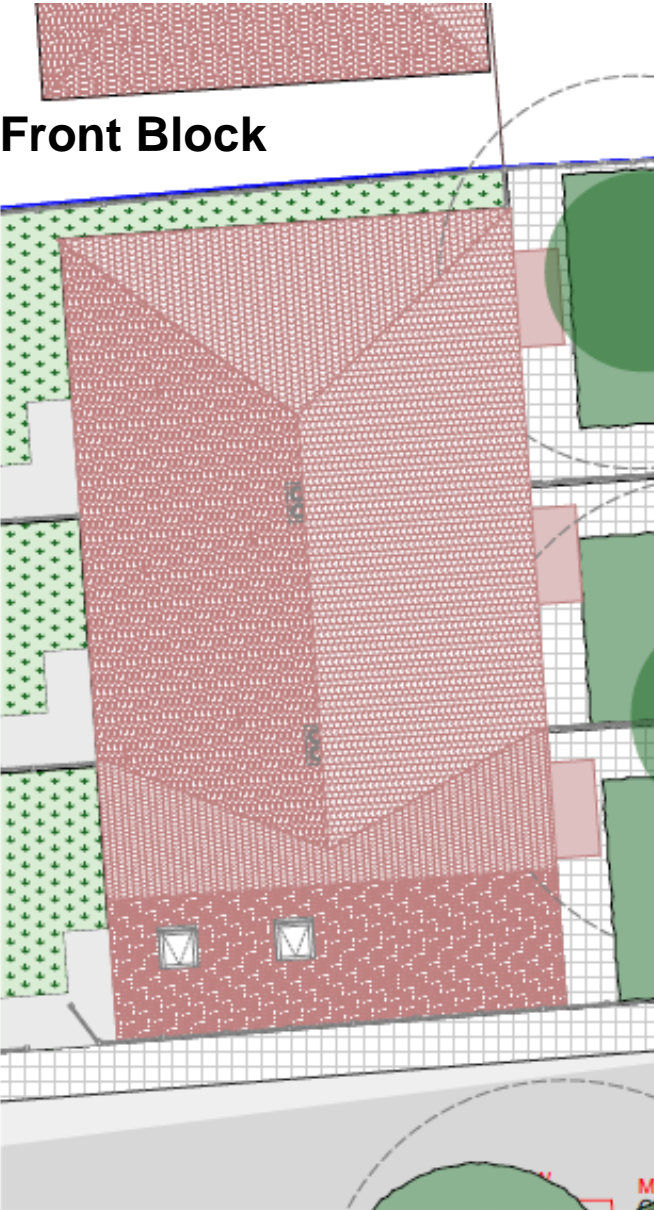


Roof Plan – PLAN/2020/0313

Rear Block



Front Block



Vehicle Tracking Plan – PLAN/2020/0313

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17 Jun 2020 at 15:07:03

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9 Jun 2020 at 10:45:20



Photographs – PLAN/2020/0313

23 Jun 2020 at 10:36:05

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23 Jun 2020 at 10:37:07



Photographs – PLAN/2020/0313

23 Jun 2020 at 10:35:45



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23 Jun 2020 at 10:37:10

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9 Jun 2020 at 10:48:47



Photographs – PLAN/2020/0313

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9 Jun 2020 at 10:52:08

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Photographs – PLAN/2020/0313

9 Jun 2020 at 10:51:15

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Photographs – PLAN/2020/0313

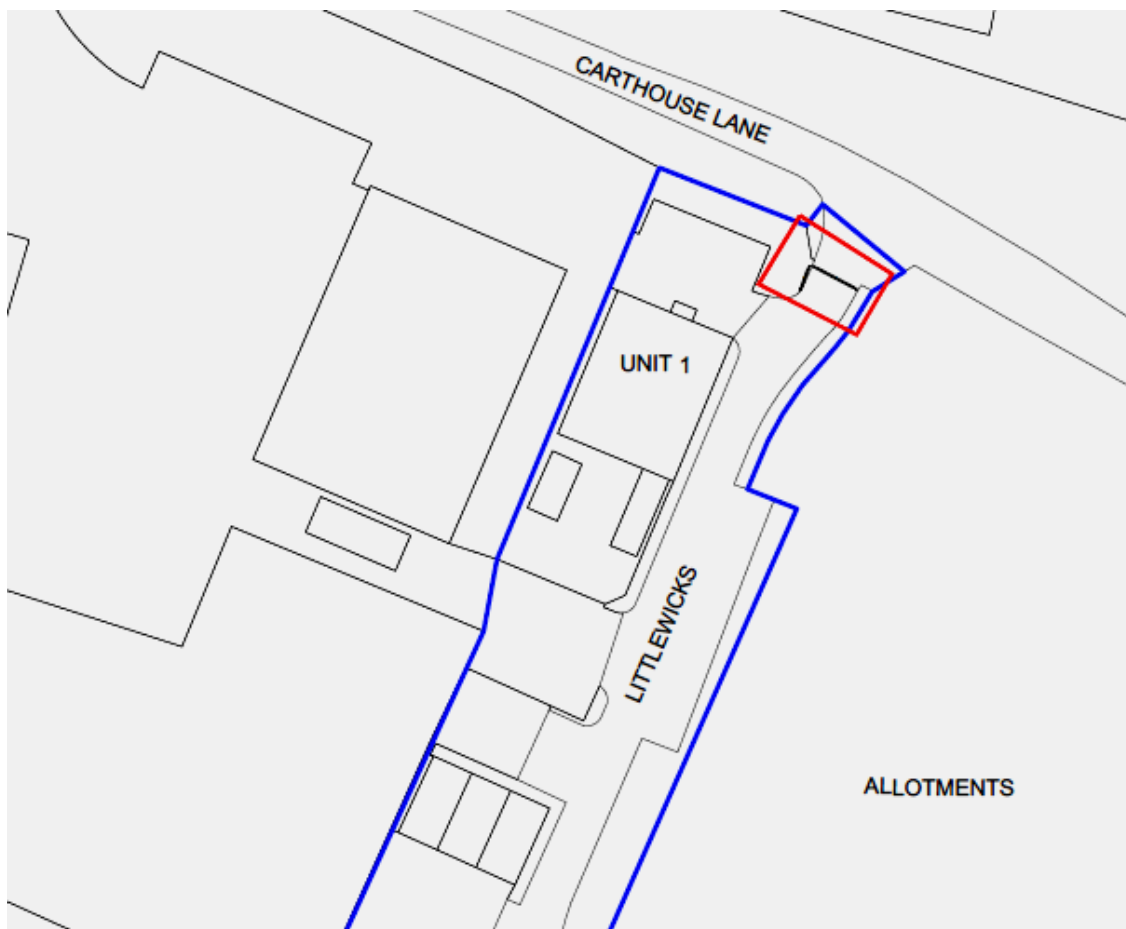
17 Jun 2020 at 15:07:33



Littlewicks, Carthouse Lane, Horsell, Woking

PLAN/2020/0700

Erection of palisade security gates to the main entrance. Existing chain link fence to be extended to join the new gate with the inclusion of a pedestrian access gate.



PLAN/2020/0700



Littlewicks, Carthouse Lane

Bungalow The
Wesbury Farm

Farm
Cottages Holly
21

Hamilton Court

23.8m

Greenbays Park

Warehouse

CARTHOUSE LANE

24.8m

Littlewicks

Allotment Gardens

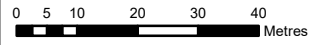
ED & Ward Bdy

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5
7

Comments



SCALE 1:1,250



Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

Garden Centre

25.3m

6c PLAN/2020/0700

WARD: Horsell

LOCATION: Littlewicks, Carthouse Lane, Horsell, Woking, Surrey

PROPOSAL: Erection of palisade security gates to the main entrance. Existing chain link fence to be extended to join the new gate with the inclusion of a pedestrian access gate.

APPLICANT: Woking Borough Council

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

The applicant is Woking Borough Council.

SUMMARY OF PROPOSED DEVELOPMENT

The proposal is for the erection of palisade security gates to the main entrance. The proposal also includes the erection of chain link fencing and a pedestrian gate to join the gate with existing fencing. The fencing and gates would have a maximum height of 2.4m and a total width of 8.8m.

PLANNING STATUS

- Green Belt
- Thames Basin Heaths SPA Zone A (Within 400m)

RECOMMENDATION

GRANT planning permission subject to conditions.

SITE DESCRIPTION

The proposal relates to a modern development of 7x light industrial units. Carthouse Lane is characterised by a mixture of commercial and residential premises and forms part of the Green Belt.

RELEVANT PLANNING HISTORY

- PLAN/2011/0477 - Demolition of existing building and construction of a single storey warehouse and light industrial with ancillary sales unit, relocation of Butts Road Starter Units, associated external works and provision of allotments (amended layout and revised design of starter units to PLAN/2010/0033 dated 28 May 2010) – Permitted 09.08.2011
- PLAN/2010/0033 - Demolition of existing building and construction of a single storey warehouse and light industrial with ancillary sales unit, relocation of Butts Road Starter Units, associated external works and provision of allotments – Permitted 28.05.2020

CONSULTATIONS

- **County Highway Authority:** No objection.

REPRESENTATIONS

None received.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (2019):

Section 2 – Achieving Sustainable Development
Section 6 – Building a Strong, Competitive Economy
Section 8 – Promoting Healthy and Safe Communities
Section 12 – Achieving Well-Designed Places
Section 13 – Protecting Green Belt Land

Woking Core Strategy (2012):

CS1 – A Spatial Strategy for Woking Borough
CS6 – Green Belt
CS15 – Sustainable Economic Development
CS18 – Transport and Accessibility
CS21 – Design
CS24 – Woking’s Landscape and Townscape
CS25 – Presumption in Favour of Sustainable Development

Woking Development Management Policies Development Plan Document (2016):

DM13 – Buildings in and Adjacent to the Green Belt

Supplementary Planning Documents (SPDs):

Woking Design (2015)

PLANNING ISSUES

Impact on Green Belt:

1. The NPPF (2019) sets out that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence. Woking Core Strategy (2012) policy CS6 ‘Green Belt’ and Policy DM13 ‘Buildings in and adjacent to the Green Belt’ of the Development Management Policies DPD (2016) seek to prevent inappropriate development in the Green Belt. The NPPF (2019) regards the erection of new buildings in the Green Belt as ‘inappropriate development’, except for a list of exceptions, and goes on to state that “*Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances*” and that “*When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations*”.
2. The proposed gates and fencing would not fall within any of the exceptions listed in Paragraph 145 of the NPPF (2019). Whilst the gates and fencing would be relatively modest in extent, the proposal would fall within the definition of ‘inappropriate development’ in the Green Belt. The gates would have a maximum height of 2.4m and would be 6.2m in width with small sections of chain-link fencing either side. The fencing and gates would therefore have a very limited footprint and volume, compared to a conventional building for example and overall are considered to result in very

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limited harm and loss of openness to the Green Belt. Nonetheless, substantial weight must be given to any harm to the Green Belt.

3. As the proposal would constitute inappropriate development in the Green Belt, it remains to be considered whether 'Very Special Circumstances' (VSC) exist which clearly outweigh the harm otherwise caused by the development, by reason of its inappropriateness.
4. The proposal site comprises a modern development of 7x light industrial units intended as 'starter' units for small businesses; the site currently does not have any form of gates to restrict access into the site. The applicant has confirmed that the reason the gates and fencing are being proposed is for security reasons. The applicant states that there have been several instances of criminal damage, theft and attempted theft of goods and vehicles from the units. The applicant states that units are 'starter units' which are in high demand and tenants have approached the Council seeking help to secure their units. The gates and fencing would therefore help secure the units from theft and criminal damage.
5. In this context it is considered reasonable that the site should be secured by gates. It is borne in mind that Section 8 of the NPPF (2019) seeks to ensure that planning decisions aim to achieve safe places whilst Section 6 seeks to ensure that planning decisions should "...create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development". It is also noted that the other industrial premises along Carhouse Lane are all secured by similar gates.
6. It is therefore considered that significant weight should be given to the need to secure the proposal site in order to help minimise the potential for crime and to maintain the viability and attractiveness of the units for current and future occupiers.
7. Considering the limited harm to the Green Belt identified, it is considered that very special circumstances exist which clearly outweigh the harm caused to the Green Belt by reason of the proposal's inappropriateness. In this context the proposal is considered acceptable in Green Belt terms.

Impact on Character:

8. The proposal relates to a modern industrial estate and the proposed gates and fencing would be viewed in the context of the existing boundary fencing surrounding the site. Whilst in the Green Belt, this stretch of Carhouse Lane features entrances to other commercial premises with similar fencing and gates; the proposed development is not therefore considered to appear as an incongruous feature in the street scene. Overall the proposed gates and fencing is considered consistent with the commercial character of the proposal site and is considered to result in an acceptable impact on the character of the surrounding area.

Highways Impact:

9. The proposed gates would be set-back from Carhouse Lane and the County Highway Authority has reviewed the proposal and raises no objection. The proposal is therefore considered to have an acceptable highways impact.

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Impact on Neighbours:

10. There are no residential neighbours near the proposal site that would be unduly impacted upon by the proposed development.

CONCLUSION

11. Overall, it is considered that very special circumstances exist which clearly outweigh the harm caused to the Green Belt by reason of the proposal's inappropriateness. In this context the proposal is considered acceptable in Green Belt terms. The proposal is considered to have an acceptable impact on the character of the area and on highways. The proposal is therefore recommended for approval.

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation responses
3. Site Notices

RECOMMENDATION

PERMIT subject to the following conditions:

1. The development for which permission is hereby granted must be commenced not later than the expiration of three years beginning with the date of this permission.

Reason: To accord with the provisions of Section 91(1) of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the approved plans listed below:

Unnumbered plans named:

'Location Plan' received by the LPA on 03/09/2020

'Block Plan' received by the LPA on 03/09/2020

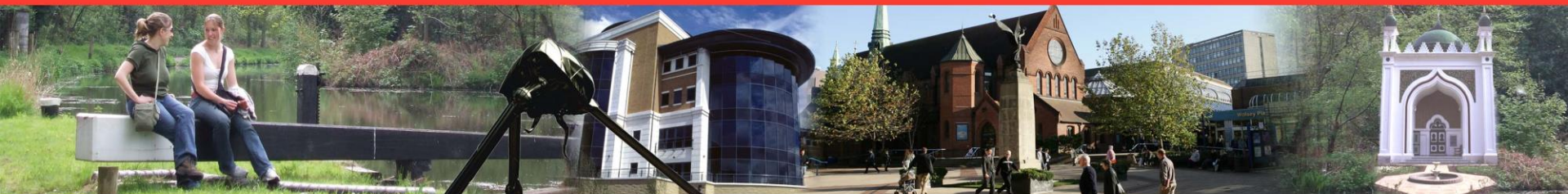
'Proposed fencing and gate plan elevation' received by the LPA on 03/09/2020

'Proposed fencing and gate plan' received by the LPA on 03/09/2020

Reason: For the avoidance of doubt and in the interests of proper planning.

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework (2019).



ITEM 6c – PLAN/2020/0700

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Littlewicks, Carthouse Lane, Horsell Woking

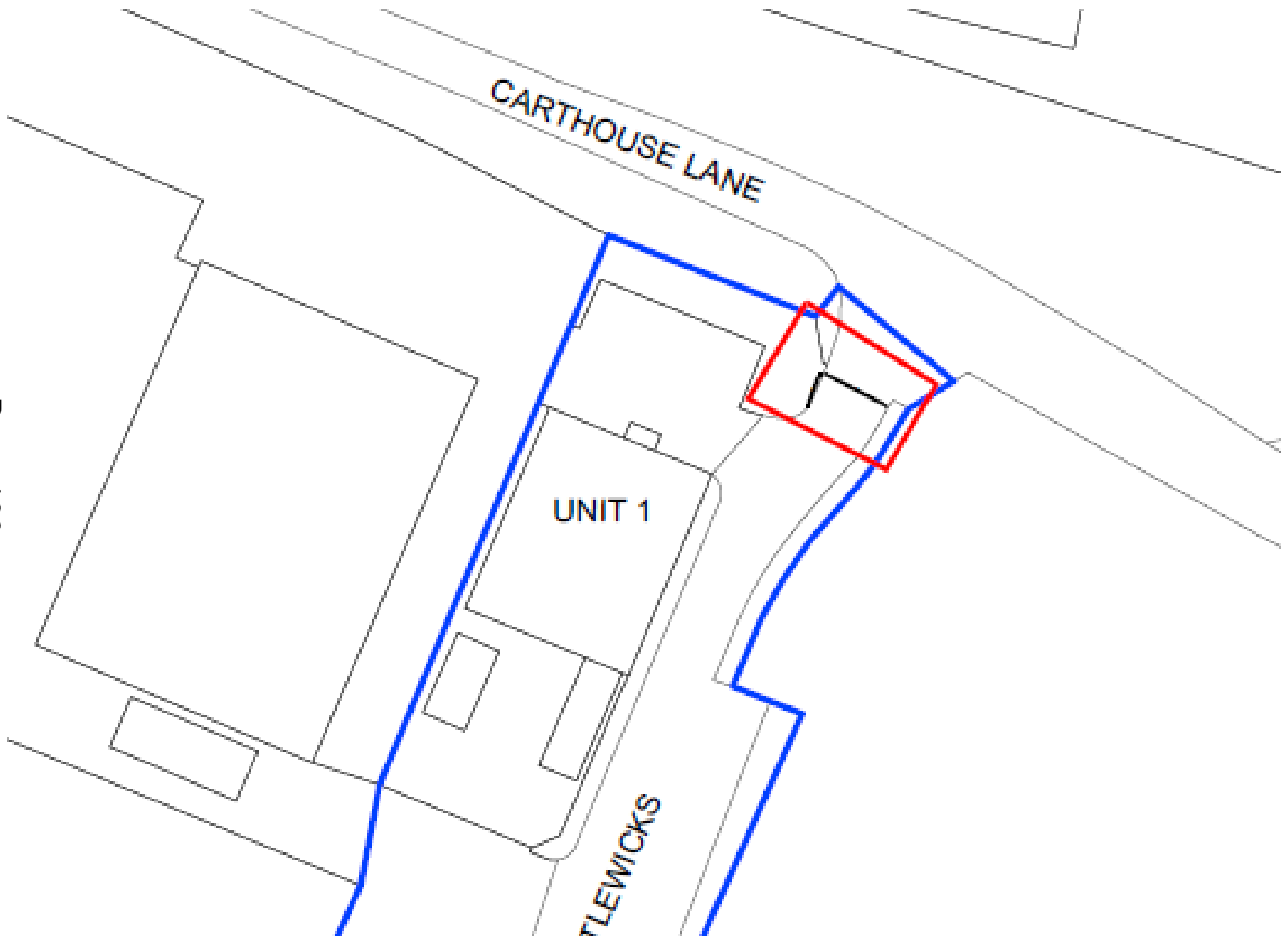
Erection of palisade security gates to the main entrance. Existing chain link fence to be extended to join the new gate with the inclusion of a pedestrian access gate.

Location Plan – PLAN/2020/0700



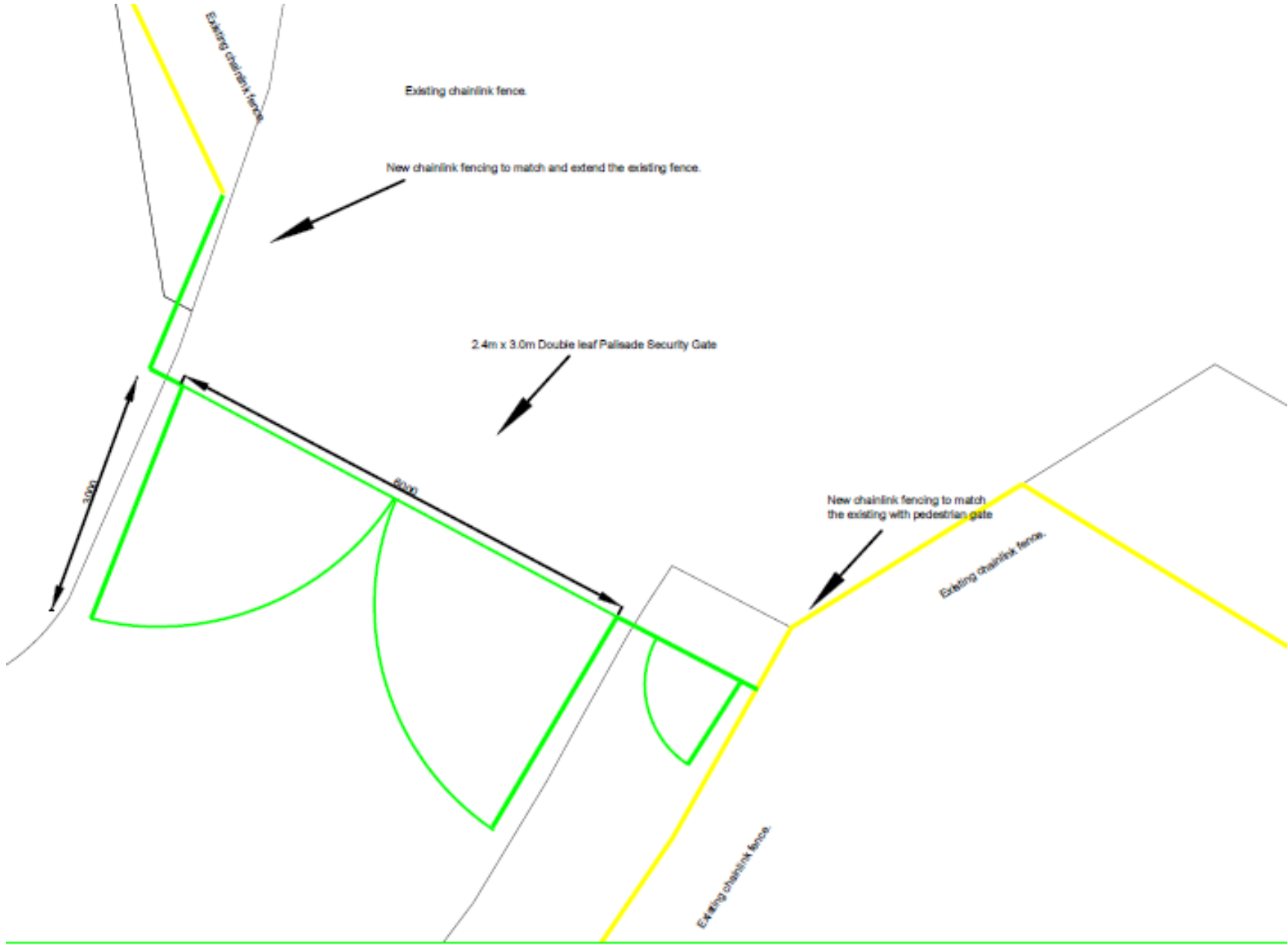
Location and Block Plan – PLAN/2020/0700

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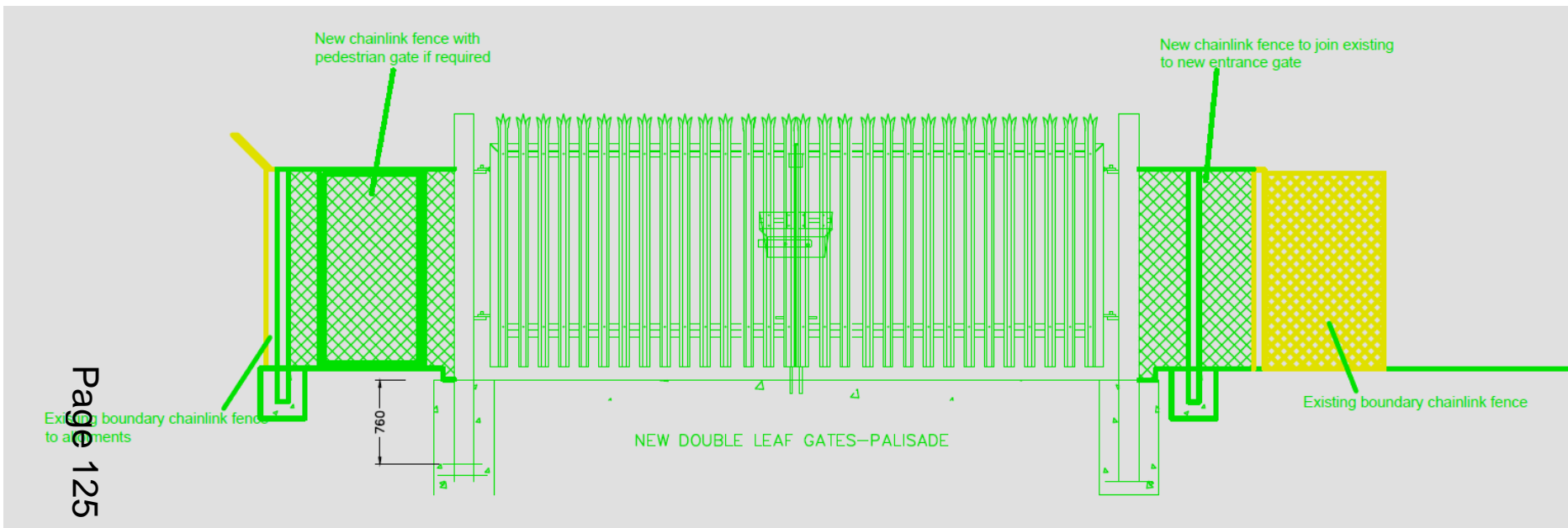


Proposed Layout – PLAN/2020/0700

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Proposed Elevations – PLAN/2020/0700



Photographs – PLAN/2020/0700

23 Sep 2020 at 09:25:52



Photographs – PLAN/2020/0700



Nearby Examples of Gates – PLAN/2020/0700

Parley Brook, Carthouse Lane

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SECTION C

**APPLICATION REPORTS NOT TO BE
PRESENTED BY OFFICERS UNLESS REQUESTED
BY A MEMBER OF THE COMMITTEE**

(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or the area generally)

