



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, 4 September 2018 at 7.00 pm in the Council Chamber - Civic Offices.

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. Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, 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 24 July 2018 as published.

1a. Apologies for Absence

2. 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.

3. 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

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

5. Planning Applications (Pages 5 - 8)

Section A - Applications for Public Speaking

5a. 2018/0292 Land Rear of Morrisons Delivery Area, Goldsworth Road, Woking (Pages 11 - 32)

5b. 2018/0166 35 Eve Road, Woking (Pages 33 - 48)

5c. Land at Victoria Way & Church Street West. Church Street West, Woking (Pages 49 - 88)

Section B - Application reports to be introduced by Officers

5d. 2018/0854 Shoppers Car Park Road, Victoria Way, Woking (Pages 91 - 100)

5e. 2018/0410 The Coign Baptist Church, Nos. 1-5 Church Street West & Nos. 5-19 Oaks Road (odds) Inclusive (Pages 101 - 162)

5f. 2018/0574 Dormy Cottage, Jackmans Lane, St Johns, Woking (Pages 163 - 182)

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

5g. 2018/0300 164 Hermitage Road, St Johns, Woking (Pages 185 - 194)

5h. 2016/1332 11 Brookwood Farm Drive, Woking (Pages 195 - 204)

AGENDA ENDS

Date Published - 24 August 2018

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 – 4 SEPTEMBER 2018

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:

24 August 2018

APPEALS LODGED

2017/1290

Application for Erection of single storey front and two storey side and rear extensions at 4 Beaufort Road Maybury Woking.

Refused by Delegated Powers
15 March 2018
Appeal Lodged
24 Jul 2017

2017/1044

Application for Erection of 2 two storey detached dwellings (5 bedroom) with accommodation in the roof space following demolition of existing dwelling, extension of existing garage and associated parking and landscaping at 30 Parvis Road West Byfleet

Refused by Delegated Powers
2 November 2017
Appeal Lodged
25 July 2018

2018/0321

Application for Erection of first floor side extension, part two storey, part single storey side/rear extension and rear loft dormer at Ridge View Horsell Birch Horsell Woking

Refused by Delegated Powers
17 May 2018
Appeal Lodged
31 Jul 2018

2018/0031

Application for the removal of condition 5 of 82/0212 dated 14 September 1982 for the change of use of existing single family dwelling to residential retirement home for approximately six elderly people to remove the elderly person restriction.

Approved by Planning Committee
5 June 2018
Application for judicial review lodged with High Court by "Residents Local to Elmbank".
17 July 2018

APPEAL DECISIONS

2017/1386

Application for Erection of a single storey side and front extension at 78 Balmoral Drive, Woking

Refused by Delegated Powers
1 March 2018
Appeal Lodged
22 May 2018
Appeal Allowed
13 July 2018

2017/1436

Application for Proposed erection of a single storey rear extension and first floor front, side and rear extensions with a new front porch. Loft conversion with one front dormer and two rear dormers at 1 Tringham Close, Knaphill, Woking.

Refused by Delegated Powers
13 March 2018
Appeal Lodged
22 May 2018
Appeal Dismissed
13 July 2018

2017/1424

Application for Proposed two storey side extension and single storey front extension following the demolition of existing garage at Chippings Sheerwater Road, Woodham, Addlestone.

Refused by Delegated Powers
9 February 2017
Appeal Lodged
22 May 2018
Appeal Dismissed
13 July 2018

2017/0980

Application for Prior notification for the erection of a livestock building at Blanket Mill Farm Goose Rye Road, Worplesdon.

Refused by Delegated Powers
15 September 2017
Appeal Lodged
10 May 2018
Appeal Allowed
1 August 2018
[Note: on 21st August 2018, the Council lodged an appeal at the High Court alleging that the Insepctor erred in law in allowing the appeal.]

2017/0884

Application for Erection of a two storey detached dwelling (3x bed) on land adjacent to No.4 Knightswood following demolition of existing attached garage at No.4 Knightswood, Woking.

Refused by Delegated Powers
26 September 2017
Appeal Lodged
8 May 2018
Appeal Dismissed
10 August 2018

2017/1186

Application for Erection of a two storey dwelling (2x bed) attached to No.8 Campbell Avenue and erection of part two storey, part single storey rear extension to No.8 plus associated parking at 8 Campbell Avenue, Westfield, Woking.

Refused by Delegated Powers
21 December 2017
Appeal Lodged
10 May 2018
Appeal Dismissed
10 August 2018

PLANNING COMMITTEE AGENDA **PLANNING APPLICATIONS AS AT 4TH SEPTEMBER 2018**

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

04 September 2018

<u>ITEM</u>	<u>LOCATION</u>	<u>APP. NO.</u>	<u>REC</u>	<u>WARD</u>
0005A	Land Rear Of Morrisons Delivery Area, Goldsworth Road, Woking, Surrey, GU21 6NA	PLAN/2018/0292	PER	C
0005B	35 Eve Road, Woking, Surrey, GU21 5JS	PLAN/2018/0166	LEGAL	C
0005C	Land At Victoria Way And Church Street West, Church Street West, Woking, Surrey	PLAN/2018/0444	LEGAL	C
0005D	Shoppers Car Park Red, Victoria Way, Woking, Surrey	PLAN/2018/0854	NRQPRA	C
0005E	The Coign Baptist Church, Nos.1-5 Church Street West , And , Nos.5-19 Oaks Road (odds) Inclusive, Woking	PLAN/2018/0410	PER	C
0005F	Dormy Cottage, Jackmans Lane, St Johns, Woking, Surrey, GU21 7QU	PLAN/2018/0574	LEGAL	SJS
0005G	164 Hermitage Road, St Johns, Woking, Surrey, GU21 8XH	PLAN/2018/0300	REF	SJS
0005H	11 Brookwood Farm Drive, Woking, Surrey, GU21 2FT	PLAN/2016/1332	ENFREF	KNA

SECTION A - A-C

SECTION B - D-F

SECTION C - G-H

PER - Grant Planning Permission

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

REF - Refuse

ENREF - Refuse with Enforcement

NRQPRA - Prior Approval Not Required

SECTION A

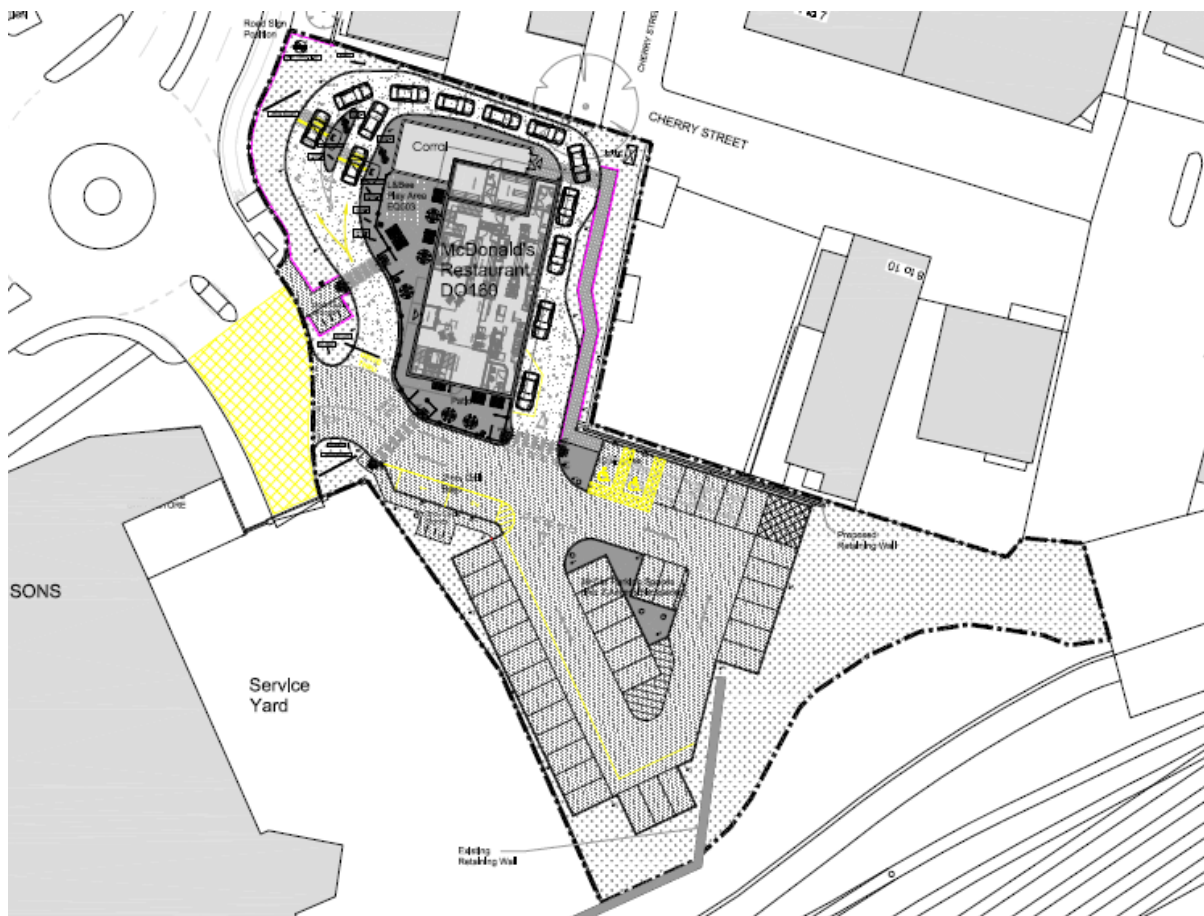
APPLICATIONS ON WHICH PUBLIC ARE ELIGIBLE TO SPEAK

(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)

Land Rear Of Morrisons **Delivery Area, Goldsworth** **Road, Woking**

PLAN/2018/0292

Erection of a freestanding two storey restaurant with drive-thru (A3/A5), car parking, landscaping, patio, playframe and associated works. Installation of 2No. COD (Customer Order Display) with associated canopies



PLAN/2018/0292



Land rear of Morrisons

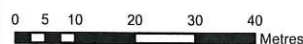


Comments

Not Set



SCALE 1:1,250



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

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5a	18/0292	Reg'd:	14.03.18	Expires:	10.05.18	Ward:	C
Nei. Con. Exp:	18.04.18	BVPI Target	Minor Other - 18	Number of Weeks on Cttee' Day:	17/8	On Target?	No
LOCATION:		Land Rear Of Morrisons Delivery Area, Goldsworth Road, Woking, Surrey, GU21 6NA					
PROPOSAL:		Erection of a freestanding two storey restaurant with drive-thru (Class A3/A5), car parking, landscaping, patio, playframe and associated works. Installation of 2No. COD (Customer Order Display) with associated canopies					
TYPE:		Full Application					
APPLICANT:		McDonald's Restaurants Ltd				Wm OFFICER:	Brooke Bognague
		Morrison Supermarkets					

REASON FOR REFERRAL TO COMMITTEE

The application creates a new building which does not fall under the Council's scheme of delegation.

PROPOSED DEVELOPMENT

The planning application proposes the construction of a new detached two storey restaurant with drive through (Class A3/A5), 39 space car park, landscaping, patio, playframe and associated works. Installation of 2No. Customer Order Displays (COD) with associated canopies. The site would have vehicular and pedestrian access from the access road leading to Morrisons.

PLANNING STATUS

- Urban Area
- Surface Water Flooding
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

Grant planning permission subject to conditions

SITE DESCRIPTION

The application site extends to approximately 0.38 hectares and is currently laid to grass. The north, east and south boundaries of the site are enclosed by brick walls, steel fencing and hedges. The site is accessed from the access road leading to Morrisons.

Morrisons Supermarket and Service Yard is located to the west of the site, Poole Road/Butts Road employment area sited to the north and east of the site and railway to the south of the site.

PLANNING HISTORY

PLAN/2018/0318: Advertising consent for the installation of 1No internally illuminated double sided freestanding 6M totem. Pending consideration

PLAN/2018/0291: Advertising consent for the installation of 1No internally illuminated freestanding 6.5M totem. Pending consideration

PLAN/2018/0290: Advertising consent for the installation of 7No internally illuminated fascia signs. Pending consideration

PLAN/2018/0289: Advertisement consent for various site signage including 1No internally illuminated gateway height restrictor, 7No internally illuminated freestanding signs, 2No internally illuminated single sided directional signs, 2No non illuminated banner units and 21No non illuminated dot signs. Pending consideration

CONSULTATIONS

Network Rail: No comment

Arboricultural Officer: No objection subject to conditions 15 and 16

County Highway Authority: No objection subject to conditions 11, 12, 13 and 14

Environmental Health: No objection subject to conditions 4, 5, 6 and 7

Scientific Officer: No objection subject to condition 18

Flood Risk and Drainage Team: No objection subject to condition 17

Planning Policy: *'The Development Management Officer should ensure that Surrey County Council and Environmental Health are satisfied with the Transport Assessment and the noise issues raised above. They may also wish to request further information regarding the specific Town Centre sites considered as part of the sequential test. Subject to these provisions, no Planning Policy objection is raised'.*

Waste Services: No comments as we do not collect commercial waste.

Crime Prevention: No comment

REPRESENTATIONS

A total of 13x objections (2x letters from one household) were received in response to the proposal:

- Transport plan likely understates additional traffic generated by the site
- Comparison stores in the transport plan are located near multiple other drive thru restaurant. The proposed store will be the only McDonalds drive through within eight miles.
- Discontinuity over peak hours in the transport plan
- Car park has capacity for more cars than the expected demand in the transport plan
- Increase traffic flow along Goldsworth Road
- Increase in congestion on Goldsworth Road
- Increase in traffic on Kingsway

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- Inadequate crossing facilities
- Increase in noise levels at night
- Increase in litter on nearby streets
- Add to the increasing issue of childhood obesity
- Out of keeping with the area
- Already 2 McDonalds in Woking
- No requirement for 24 hour McDonalds
- Concerns over antisocial behaviour
- Increase in pollution
- Already many takeaway food restaurants within 5 minutes walking distance of the proposed site
- Increase in large amounts of waste (packaging, organic waste from left-over, uneaten food and kitchen preparation waste and very large quantities of waste oil from frying)
- Odour pollution
- Provide jobs – tend to move staff from other outlets, pay low wage, use 0 hour contracts and have automated ordering systems requiring fewer staff.
- Overbearing appearance
- Site could be used for other uses
- The proposals map allocates the site for High Quality Residential Development. The proposal does not comply with this (Officer note: the application site is allocated as a High Density Residential Area)
- Virtually impossible to mitigate against the traffic noise and late night anti-social noise that will arise from the proposed use
- Impact on air quality
- More suited to an out of town retail park
- Would decrease patronage from the independently owned restaurants nearby at the town end of Goldsworth Road
- Increase in traffic noise
- Overlooking
- Design and scale is out of keeping
- Light pollution
- Overspill cars will park on nearby roads
- Loss of privacy

A total of 3x letters of support (2x letters from one household) were received in response to the proposal:

- Use a disused plot
- Provide a convenient takeaway and restaurant that is easily accessible and away from overcrowded Chertsey Road
- Traffic and impacts will be minimal compared to the supermarket and petrol station

These issues are addressed below under 'Planning Issues' where they are material considerations.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018):

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 12 - Achieving well-designed places

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough

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CS15 - Sustainable economic development
CS18 - Transport and accessibility
CS21 - Design
CS22 - Sustainable construction
CS25 - Presumption in favour of sustainable development

Supplementary Planning Documents (SPDs):

Woking Design (2015)
Outlook, Amenity, Privacy and Daylight (2008)
Parking Standards (2018)
Hot Food Takeaway (2012)

PLANNING ISSUES

Principle of Development:

1. Policy CS1 of the Woking Core Strategy (2012) states *'whilst the preference is for the location of most new development to be in the main centres, infill development and/or redevelopment of previously developed land in the built-up area of the Borough will be acceptable in principle'*.
2. Policy CS2 of the Woking Core Strategy (2012) states *'the town centre will also be the preferred location for other town centre uses as defined in the Glossary'*.
3. Paragraphs 86 and 87 of the NPPF (2018) state *'Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored'*.
4. The application site is not located within Woking Town Centre, but within the urban area. The Woking Town Centre boundary is sited a minimum of approximately 77m to the north of the site. The Woking Core Strategy (2012) glossary defines drive-through restaurants as a Town Centre Use. The proposed site is therefore not a preferred location for the proposed use as it falls outside of Woking Town Centre, however provision is made in paragraphs 86 and 87 of the NPPF (2018) to enable considerations of proposal at such locations. Paragraph 86 of the NPPF states *'main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered'*. The NPPF glossary defines edge of centre *'for all other main town centre uses, a location within 300 metres of a town centre boundary'*. The proposed use is a main town centre use and the application site is located within 300m of the town centre boundary. The Planning Inspector's report for the Morrisons Supermarket to the west of the application site states *'I have come to the conclusion that the appeal site is located at the edge of Woking Town Centre'*. It is therefore considered that the application site is an edge of centre site.
5. Policy CS2 of the Woking Core Strategy (2012) states *'new development proposals [within Woking Town Centre] should deliver ...[developments] which make efficient use of land'*. The proposal is for a two storey building with an area of hardstanding to facilitate the drive through and provide car parking. The built form of the development

would only occupy a small part of the site. It is therefore considered that if the proposed development was sited within Woking Town Centre it would not be a high density development or make optimum use of a prime Woking Town Centre site. Due to the nature of the proposal with a drive through the development would have vehicles visiting the site. Siting the proposed development within Woking Town Centre would be inappropriate as it would promote congestion within Woking Town Centre. The proposal would therefore conflict with the provisions of Policy CS2 of the Woking Core Strategy (2012). Siting the proposed development within an edge of centre site would enable Woking Town Centre sites to be retained for mixed use high density developments.

6. A sequential test has not been submitted with this planning application. A two storey restaurant and drive through at Goldsworth Arms, Goldsworth Road (sited within Woking Town Centre) was refused in 2015. The Planning Inspector's appeal decision stated '*the proposed development would not be high density and would not constitute an effective and efficient use of the site. The proposal conflicts with the provisions of Policy CS2*'. It is unlikely that the proposed development can be provided within Woking Town Centre. The application site is located approximately a minimum of 49m from the nearest residential properties. It is considered that there are only a few locations within the Borough likely to be less sensitive in terms of impact on residential amenity.
7. The proposed development would also make a positive economic contribution to the area. Information submitted with the planning application indicates that the proposed development would provide employment for 45 full time equivalent members of staff and supports various local community initiatives.
8. The application site is located approximately 77m from Woking Town Centre boundary and is well connected to the town centre by walking, cycling, bus and car. Due to the form of the proposed development it is considered that no town centre sites would be suitable for the proposed development. In this instance it is considered that siting the proposed restaurant with drive through on an edge of centre site is acceptable.
9. In addition to this, the Hot Food Takeaway Supplementary Planning Document (2014) requires the following to be considered:
 - Protection of residential amenity
 - Over concentration and clustering
 - Highway safety
 - Hours of operation
 - Control of odours and cooking smells
 - Disposal of waste products
 - Litter
 - Crime and anti-social behaviour

These matters are considered below.

Impact on Character:

10. The existing site is currently vacant. The site is surrounded by Morrisons supermarket and housing to the west, railway line to the south and Poole Road/Butts Road employment area to the north and east of the site. The immediate area surrounding the site is characterised by commercial buildings with functional designs that are of little architectural merit.
11. The proposed two storey building has a rectangular shaped footprint with a contemporary design. An enclosed single storey 'L' shaped corral yard is proposed to the north elevation of the building to accommodate refuse and receive deliveries. The proposed building has a flat roof with a height of approximately 7.3m. Roof top plant is

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proposed which would be screened by an approximate 1.4m enclosure resulting in a total height of approximately 8.7m. The south and west elevations of the proposed building would be predominately glazed. The proposed customer ordering display structures would be sited to the north west of the proposed building. The submitted plans indicate the building would be finished in natural stone tiles, wooden cladding, timber effect battens, brick and aluminium panels. The colour palette to be used comprises natural stone, Italian walnut, dark grey and anthracite. Condition 3 is recommended to secure details of external materials but the overall design approach is considered to accord with good design practice.

12. The proposed building would be sited to the north of the site. A patio area is proposed to the west and south of the proposed building with tables and seating for customers. A play area is proposed on the patio to the west of the building. Car parking is proposed to the south of the site. A 0.45m high fence is proposed to the north west boundary of the site, the remainder of the site is already enclosed with existing boundary treatment.
13. Overall the proposed building is considered to have an acceptable impact on the character of the surrounding area and accord with Policies CS21 and CS24 of the Woking Core Strategy (2012), Supplementary Planning Document 'Woking Design' (2015) and the NPPF (2018).

Impact on Neighbours:

14. Policy CS21 of the Woking Core Strategy 2012 advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook.
15. The nearest residential properties to the application site is the flat above No.47-49 Poole Road sited to the north of the site and residential dwellings along Kingsway Avenue sited to the west of the application site. The nearest residential properties would be sited approximately 46m from the application site. Due to the separation distance it is considered the proposed development would not have a detrimental impact on the amenities of neighbouring properties in terms of loss of daylight, overlooking or overbearing impacts.
16. The railway line and commercial properties are sited to the east and south of the site, there would be no adverse impact on the commercial properties.
17. The proposed development is not therefore considered to result in any adverse impacts relating to overbearing, daylight, sunlight or privacy to existing neighbouring occupiers complying with Policy CS21 of the Core Strategy (2012), Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008) and the policies in the NPPF.

Noise:

18. Policy CS21 of the Woking Core Strategy (2012) requires proposal for new development to *'be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases'*.
19. Policy DM7 of the DM Policies DPD (2016) states *'the Council will require noise generating forms of development or proposals that would affect noise-sensitive uses to be accompanied by a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level'*.
20. It is noted concerns have been raised over noise pollution. The proposal seeks operating times of 24 hours a day. Information submitted with the planning application indicates

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that there would be three deliveries a week scheduled to arrive during quiet trading hours and three waste collections a week that would occur during outside of peak hours. Environmental Health have been consulted and advised that noise associated with these movements could be exacerbated if carried out in more sensitive hours and that a condition could be proposed to control delivery hours or keep noise associated with such activities at a minimum.

21. However, planning application PLAN/2002/0421 relating to Morrisons sited immediately to the west of the site was for removal of condition 17 of planning permission PLAN/1998/0329 to facilitate 24 hour deliveries 7 days a week. Planning application PLAN/2002/0421 was refused, but allowed at appeal. The Planning Inspector's Report *stated 'I am therefore satisfied that the removal of the condition under appeal would not unduly prejudice the amenities of surrounding residential properties'*.
22. The vehicles servicing the proposed McDonalds store would be sited within the customer car park while loading and unloading. The parking spaces to be by servicing vehicles are sited approximately over 80m from the nearest residential properties. Due to the separation distance it is considered there would not be a detrimental noise impact to neighbouring properties.
23. Service vehicles entering and departing the site would use the same route as the Morrisons service vehicles. The Planning Inspector for planning application PLAN/2002/0421 *'I am of the opinion that the main source of intrusive noise would be from traffic on the local road network at whatever time of day or night'*. It is considered that servicing entering and departing the site would not cause a detrimental noise impact to neighbouring properties.
24. The submitted information with the planning application indicates that plant would be sited on the roof. Conditions **4, 5 and 6** are recommended to secure acoustic and insulation details and plant and equipment details and restrict the use of sound reproduction equipment.
25. Overall, it is considered that the proposed development would not result in a significant noise impact to neighbouring properties.

Light:

26. The submitted Planning Statement indicates lighting will be provided throughout the car park, drive through function and approach to the building. Environmental Health have been consulted and raised no objection to proposed lighting subject to condition **8**. It is considered the proposed lighting will not have a detrimental impact on neighbouring properties.

Over concentration and clustering:

27. The application site is not located within a defined centre or shopping parade. Supplementary Planning Document 'Hot Food Takeaway' (2014) states *'sites outside of designated centres will be resisted in line with the NPPF and Core Strategy policies'*. The application site is an edge of centre site, the principle of development section of the report considers that siting the proposed restaurant with drive through on an edge of centre site is acceptable.

Transportation Impacts:

29. Policy CS18 states *'the Council is committed to developing a well integrated community connected by a sustainable transport system'* this can be achieved by *'implementing maximum car parking standards for all types of non-residential development, including*

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consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems'.

30. Supplementary Planning Document 'Parking Standards' (2018) requires a maximum of 1 car space per 6m² for A3 (restaurants) and A5 (hot food takeaway) premises. The proposed building would have a floorspace of 501m², a maximum of 84 parking spaces would need to be provided.
31. A car park providing 39 spaces (including 2 accessible spaces) is proposed. The submitted Transport Statement advises that the maximum parking demand periods for the proposed development based on the average number of parking spaces occupied at three other comparison sites during peak trading is expected to be 22 vehicles on a Friday and 28 vehicles on a Saturday with an average parking demand of 17 vehicles on a Friday and 21 vehicles on a Saturday. The application site is located in a Controlled Parking Zone to restrict on street parking. Highways have been consulted and raised no objection. Condition **11** is recommended to ensure parking is provided prior to first occupation. It is therefore considered that the proposed development would not have an adverse impact on parking provision in the immediate area. The application site is located within walking distance of Woking Town Centre and accessible by both public transport and cycling.
32. The proposed drive through facility includes a dual ordering point to assist in keeping queue lengths shorter. The submitted Transport Statement states that the drive through lane has capacity to accommodate 16 vehicles; the maximum queue from the drive through restaurants surveyed was 11 vehicles. Consequently, it is considered that the drive through has sufficient capacity.
33. The proposed pedestrian and vehicular access to the site will be from the access road leading to Morrisons Supermarket and service yard. The submitted Transport Statement advises the peak McDonalds hours for trip generation are between 17:00-18:00 on Friday and 13:00-14:00 on Saturday. The Transport Statement advises that the Morrisons Access/Goldsworth Road Junction *'would be operating with spare capacity during the Friday and Saturday peak periods and that the proposals would have minimal impact on the operation of the junction in terms of queuing and delay'*. The County Highway Authority has been consulted who have advised that they have no objection from a highway safety and operation perspective.
34. Overall therefore the proposal is considered to result in an acceptable impact upon highway safety and car parking provision and accords with policy CS18 of the Woking Core Strategy 2012, Supplementary Planning Document 'Parking Standards' (2008) and the National Planning Policy Framework (2018).

Hours of operation:

35. The proposal seeks operating times of 24 hours a day. Morrisons Supermarket and Service Yard is located to the west of the site, Poole Road/Butts Road employment area sited to the north and east of the site and railway to the south of the site. The nearest residential properties are sited a minimum of approximately 46m from the application site. Morrisons Supermarket and petrol station is open from 06:00 to 23:00 Monday to Saturday, On Sunday the supermarket is open 10:00 to 16:00 and the petrol station 08:00 to 22:00. The Poole Road/Butts Road employment area has varying opening hours. Due to the separation distance to neighbouring properties it is considered that the proposed opening hours would not have a detrimental impact on neighbouring properties.

Odour:

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36. Concerns have been raised over odour from the proposed use. The submitted Planning statement states *'McDonald's recognises the potential impact of noise and cooking odours on local amenity. In response to these impacts, McDonald's utilises an air extraction system which incorporates electrostatic precipitators and labyrinth systems that remove air borne grease and odours, and ensure that only purified air is expelled from the restaurant'*. The nearest residential properties are sited a minimum of approximately 46m from the application site. Environmental Health have been consulted and raised no objection subject to condition **7** requiring a scheme for the installation of equipment to control emissions from the premises to be submitted and approved.

Refuse and litter:

37. Policy CS21 of the Woking Core Strategy (2012) states that *'proposals for new development should...incorporate provision for the storage of waste and recyclable materials'*.
38. Policy DM16 of the DM Policies DPD (2016) states that *'the Council will require servicing facilities to be well designed, built to accommodate the demands of the new development and sensitively integrated into the development and the surrounding townscape and streetscape'*.
39. A waste storage area is proposed to the north of the proposed building. Commercial operators are responsible for their own waste collection in respect of both the frequency of the collection and size of the waste storage area. The applicant has indicated waste would be collected three times a week. Condition **9** is recommended to ensure the bin store is made available prior to commencement of the use of the building.
40. Concerns have been raised over litter. The submitted Planning Statement states *'it is company policy to conduct a minimum of three daily litter patrols, whereby employees pick up not only McDonald's packaging, but also any other litter that may have been discarded in the vicinity of a restaurant'* and *'litter bins are provided outside all restaurants'*. Condition **10** is recommended to secure details of litter bins.
41. Subject to the submission and approval of information regarding litter bins it is considered the proposal is considered to provide appropriate litter bins.

Crime and anti-social behaviour:

42. Section 17 of the Crime and Disorder Act 1998 places a duty on local authorities to exercise their functions with due regard to likely effect on crime and disorder, and the need to do 'all that the authority reasonably can' to prevent crime and disorder. 'Crime and disorder' includes anti-social and other behaviour adversely affecting the local environment. Paragraph 91 of the NPPF also advises that planning policies and decisions should aim to achieve places which safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Information submitted with the planning application advises that CCTV is proposed to discourage crime and vandalism.

Impact on trees:

43. The applicant has submitted an Arboricultural Report which details how trees would be protected during construction and the Council's Arboricultural Officer considers the information acceptable in principle. Subject to condition (condition **15**) to ensure the compliance with the submitted information, the proposal is considered to have an acceptable impact on trees within the application site.
44. The proposal identifies indicative landscaping within the application site. Condition **16** is recommended to secure details of a landscaping scheme.

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Flood Risk and Surface Water Drainage:

45. Part of the application site is within an area at a low risk surface water flooding and is adjacent to areas at high and medium risk of surface water flooding. The Flood Risk and Drainage Team have been consulted and recommended condition **17** to secure the submission of a scheme for disposing of surface water by means of a sustainable drainage system.

Contamination:

46. Given the historic uses of the site, there is potential for ground contamination. The Council's Scientific Officer has been consulted and raises no objection subject to a condition requiring the submission and approval of a contaminated land survey (Condition **18**).

Community Infrastructure Levy (CIL):

47. The proposal is not liable for Community Infrastructure Levy (CIL).

CONCLUSION

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 and on the character of the surrounding area. The proposal therefore accords with Core Strategy (2012) policies CS1, CS2, CS9, CS16, CS18, CS21 and CS24, Supplementary Planning Documents 'Parking Standards' (2018), 'Hot Food Takeaway' (2012), Outlook, Amenity, Privacy and Daylight' (2008) and 'Working Design' (2015), DM Policies DPD (2016) policies DM7 and DM16 and the NPPF (2018) and is recommended for approval subject to conditions.

BACKGROUND PAPERS

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

RECOMMENDATION

It is recommended that planning permission be Granted 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:

6797_AEW_8414_0001 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

6797_AEW_8414_0002 Rev B dated 16.11.2017 and received by the Local Planning Authority on 12.06.2018

6797_AEW_8414_0003 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

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6797_AEW_8414_0004 Rev C dated 16.11.2017 and received by the Local Planning Authority on 12.06.2018

6797_AEW_8414_0005 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

6797_AEW_8414_0006 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

6797_AEW_8414_0015 Rev B dated 16.11.2017 and received by the Local Planning Authority on 12.06.2018

Plan titled 'COD DT Canopy' received by the Local Planning Authority on 14.03.2018

Booklet titled 'Outdoor Climb 2X2' by Kompan Commercial systems received by the Local Planning Authority on 14.03.2018

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

3. ++Prior to the commencement of any above ground works associated with the development hereby permitted a written specification of all external materials to be used in the construction of the development hereby approved 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.

Reason: In the interests of the visual amenities of the area and in accordance with Policy CS21 of the Woking Core Strategy 2012.

4. ++ Above ground works associated with the development hereby permitted shall not commence until details of the measures to be undertaken to acoustically insulate and ventilate the building for the containment of internally generated noise have been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012

5. No fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

6. No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed on the site without the prior written consent of the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

7. ++ Prior to the commencement of any above ground works associated with the development hereby permitted, a scheme for the installation of equipment to control

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emissions from the premises shall be submitted to, and approved in writing by, the Local Planning Authority. These measures shall be implemented fully in accordance with the approved scheme prior to the occupation of the development (or commencement of the use hereby approved). The outlet from the ventilation / extraction flue must finish at least one metre from openings such as doors and windows and be at least one metre above eaves level, to ensure the dispersal of fumes and odours away from neighbouring properties. The flue ductwork must be supported using mountings fixed to the external structure of the building in such a way that any vibration or noise associated with mechanical ventilation / extraction is reduced to a level which doesn't cause a nuisance to neighbours. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the approved details and retained as such thereafter.

Reason: To protect the environment and amenities of the occupants of neighbouring properties and prevent nuisance arising from noise, fumes, smell, smoke, ash, grit or other emissions in accordance with Policy CS21 of the Woking Core Strategy 2012.

8. ++ No above ground works associated with the development hereby permitted shall commence until details of any external lighting including floodlighting (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 be installed prior to the first use/ occupation of the development hereby approved and maintained in accordance with these standards thereafter.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

9. Prior to the first occupation of the development hereby permitted, the refuse and recycling facilities shown on the approved plans shall be made available and thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the amenities of the area in accordance with Policy CS21 of the Woking Core Strategy 2012

10. ++ No above ground works associated with the development hereby permitted shall commence until details have been submitted to and approved in writing by the Local Planning Authority indicating the number, position and design of the litter bins or receptacles to be provided. The agreed details shall be carried out as approved and shall be completed before the occupation of the development (commencement of the use) hereby permitted and thereafter retained for use at all times.

Reason: To protect the environment and general amenity and to ensure the provision of satisfactory facilities for the storage and recycling of refuse in accordance with Policy CS21 of the Woking Core Strategy 2012

11. The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plans for vehicles / cycles 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 area(s) shall be retained and maintained for their designated purpose(s).

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Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

12. The development hereby approved shall not be first opened for trading until a detailed servicing management plan specifying arrangements for deliveries to and removals from the site, to include details of:
- (a) The types of vehicles to be used and hours of their operation
 - (b) The design of delivery areas within the development site
 - (c) The dimensions and layout of lorry parking area(s) and turning space(s)
 - (d) Management of car parking and prevention of vehicles waiting on the public highway
- have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.

Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

13. Prior to the opening of the development a Travel Plan and associated monitoring fee paid shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document (if appropriate, specify). And then the approved Travel Plan shall be implemented and updated within the first three months of opening and then in year one, three and five for the subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

14. The development hereby approved shall not be first opened for trading unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

15. The development hereby approved shall take place in strict accordance with the Arboricultural information by Hayden's Arboricultural Information dated 07.06.2018, 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 and the enhancement of the development itself to comply with Policy CS21 of the Woking Core Strategy 2012

16. ++ Notwithstanding any details shown on the approved plans listed within condition 02, prior to any above ground works associated with the development hereby approved, a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be

4 SEPTEMBER 2018 PLANNING COMMITTEE

planted and details of materials for areas of hardstanding, 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.

Reason: To preserve and enhance the character and appearance of the locality in accordance with Policies CS21 and CS24 of the Woking Core Strategy 2012.

17. ++ No development (with the exception of site preparation works) 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 should demonstrate the surface water run-off generated up to and including the 1 in 100 plus climate change critical storm will not exceed the greenfield run-off rate from the pre-development site following the corresponding rainfall event.

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

- I. Calculations demonstrating 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 between the 1 in 30 and 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.

18. ++ Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.
- (i) The above scheme shall include :-
 - (a) a contaminated land desk study and suggested site assessment methodology;
 - (b) a site investigation report based upon (a);
 - (c) a remediation action plan based upon (a) and (b);

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- (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;
- and (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)
- (f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out
- (ii) Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details as may be agreed

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 generally in accordance with Policies CS9 and CS21 of the Woking Core Strategy 2012.

19. ++ Above ground works associated with the development shall not commence until details of all screen and boundary walls, fences, hedges and any other means of enclosure (including private garden and sub-station enclosures) have been submitted to and approved in writing by the Local Planning Authority. The means of enclosure will be implemented fully in accordance with the approved details prior to the occupation of any part of the development and thereafter maintained to the height and position as approved unless otherwise agreed in writing by the Local Planning Authority. Any hedges and planting which die or become seriously damaged or diseased within a period of 5 years from the completion of the development shall be replaced during the next planting season with specimens of the same size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the proposed development does not adversely affect the amenities at present enjoyed by the occupiers of the adjoining and nearby properties and to preserve and enhance the character and appearance of the locality in accordance with Policy CS21 of the Woking Core Strategy 2012.

20. Unless shown on the approved plans no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of neighbouring property and the character of the area.

21. The external seating area and play area hereby permitted (annotated as patio and L&Bee play area on the approved plan numbered 6797_AEW_8414_0002 Rev B, 6797_AEW_8414_0004 Rev C and 6797_AEW_8414_0015 Rev B) shall only be used between the following hours:

- Mondays to Fridays (inclusive): 0800 - 2100
- Saturdays, Sundays and Bank/Public Holidays (inclusive): 0830 – 2100

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Informatives

4 SEPTEMBER 2018 PLANNING COMMITTEE

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 2018.
2. You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
3. The applicants 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 RELEVANT TRIGGER POINT. 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.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.
5. The site is known to drain into an area of high surface water flood risk and any surface water discharging from the site will have a direct impact on the surface water flood risk of this area. The most recent flood events were in May and September 2016 where a number of properties were affected. Therefore we would advise the proposed developments surface water discharge rate is reduced to the greenfield run-off rate where practical
6. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
7. The developer is advised that a standard fee is to be charged for input to, and future monitoring of, any Travel Plan.
8. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
9. For the avoidance of doubt, the following definitions apply to the above condition (No: 18) relating to contaminated land:

Desk study- This will include: -

- (i) a detailed assessment of the history of the site and its uses based upon all available information including the historic Ordnance Survey and any ownership records associated with the deeds.

4 SEPTEMBER 2018 PLANNING COMMITTEE

(ii) a detailed methodology for assessing and investigating the site for the existence of any form of contamination which is considered likely to be present on or under the land based upon the desk study.

Site Investigation Report: This will include: -

(i) a relevant site investigation including the results of all sub-surface soil, gas and groundwater sampling taken at such points and to such depth as the Local Planning Authority may stipulate.

(ii) a risk assessment based upon any contamination discovered and any receptors.

We recommend prior to commencing a site investigation the specification of your investigation is agreed in advance with the Local Planning Authority to ensure it is suitably detailed to meet the needs/requirements of the Local Planning Authority.

Remediation action plan: This plan shall include details of: -

(i) all contamination on the site which might impact upon construction workers, future occupiers and the surrounding environment;

(ii) appropriate works to neutralise and make harmless any risk from contamination identified in (i)

Discovery strategy: Care should be taken during excavation or working of the site to investigate any soils which appear by eye or odour to be contaminated or of different character to those analysed. The strategy shall include details of: -

(i) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;

(ii) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction

(iii) a procedure for reporting to the Local Planning Authority any unforeseen contamination discovered during the course of construction

Validation strategy: This shall include : -

(i) documentary evidence that all investigation, sampling and remediation has been carried out to a standard suitable for the purpose; and

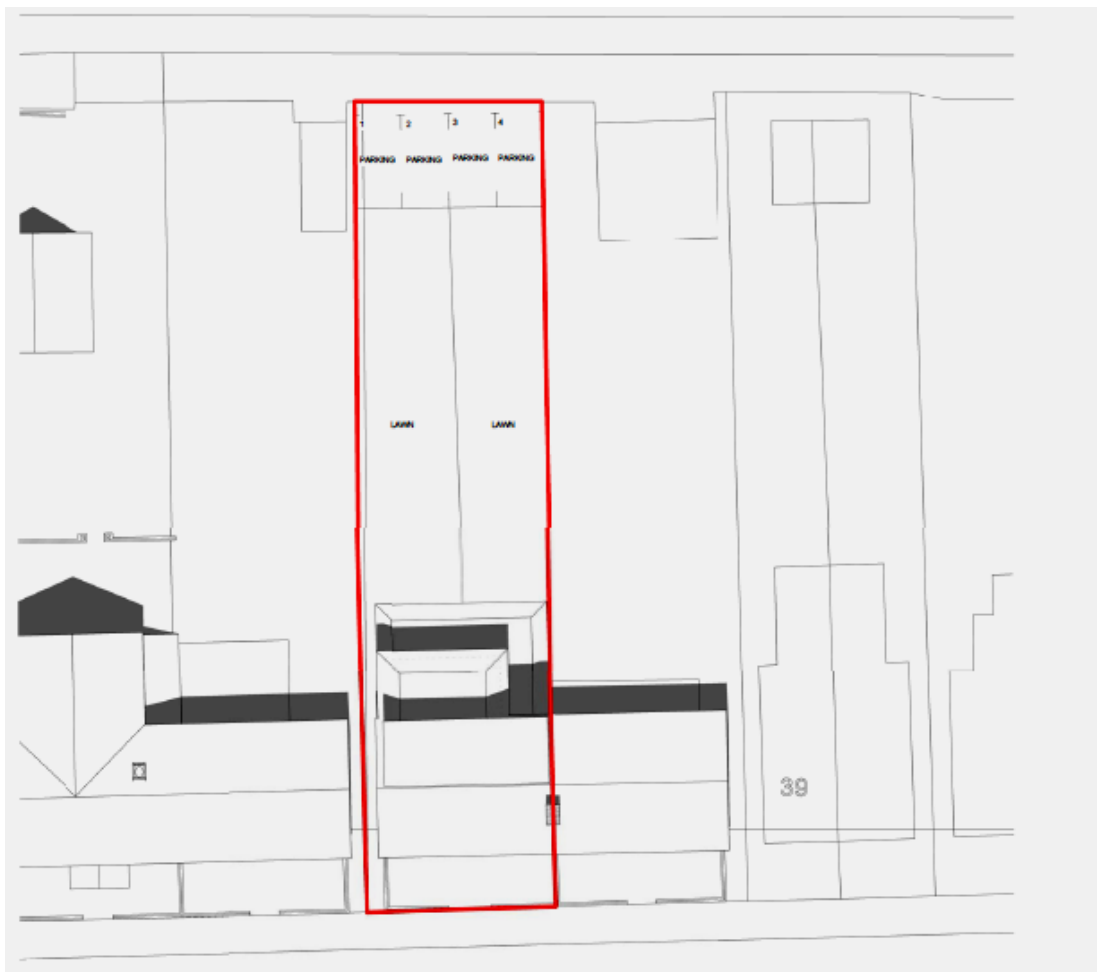
(ii) confirmation that the works have been executed to a standard to satisfy the planning condition (closure report).

All of the above documents, investigations and operations should be carried out by a qualified, accredited consultant/contractor in accordance with a quality assured sampling, analysis and recording methodology. In addition to this it is expected that best practice guidance from authorities such as the EA, British Standards, CIRIA and NHBC would be followed where applicable.

35 Eve Road, **Woking**

PLAN/2018/0166

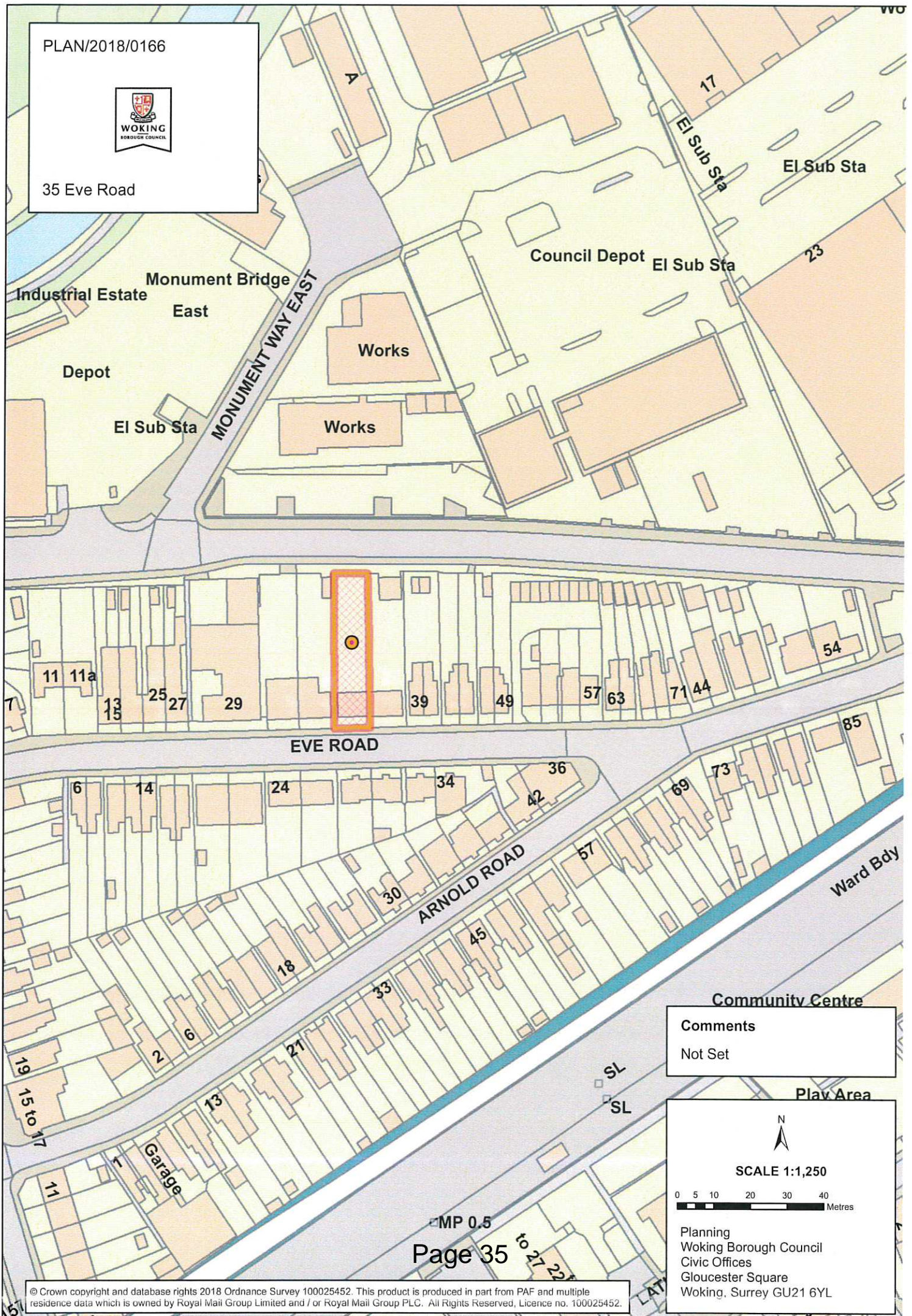
Subdivision of existing dwelling into 2x three bedroom dwellings and erection of a part two storey, part single storey rear extension and rear dormer roof extension plus associated external alterations and formation of parking area to rear.



PLAN/2018/0166



35 Eve Road



Comments

Not Set

Community Centre

Play Area



SCALE 1:1,250

0 5 10 20 30 40 Metres

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

MP 0.5
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04 SEPTEMBER 2018 PLANNING COMMITTEE

5b	18/0166	Reg'd:	26.02.18	Expires:	23.04.18	Ward:	C
Nei.	19.03.18	BVPI	Minor	Number	>8	On	No
Con.		Target	dwelling -13	of Weeks		Target?	
Exp:				on Cttee'			
				Day:			

LOCATION: 35 Eve Road, Woking, GU21 5JS

PROPOSAL: Subdivision of existing dwelling into 2x three bedroom dwellings and erection of a part two storey, part single storey rear extension and rear dormer roof extension plus associated external alterations and formation of parking area to rear.

TYPE: Full Planning Application

APPLICANT: Mr Mazhar

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

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

PLANNING STATUS

- Urban Area
- Priority Places
- Surface Water Flood Risk Area
- Thames Basin Heaths SPA ZoneB (400m-5km)

SUMMARY OF PROPOSED DEVELOPMENT

The proposal seeks planning permission for the subdivision of existing three bedroom dwelling into 2x three bedroom dwellings and erection of a part two storey, part single storey rear extension and rear dormer roof extension. The existing front door would be replaced by a pair of doors serving the proposed dwellings. Two parking spaces would be provided for each proposed dwelling to the rear of both plots which would be accessed via Albert Drive to the rear.

Site Area:	0.0402ha (402sq.m)
Existing units:	1
Proposed units:	2
Existing density:	24.9 dph (dwellings per hectare)
Proposed density:	49.8 dph

RECOMMENDATION

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

SITE DESCRIPTION

The proposal site is characterised by a two storey double-fronted semi-detached dwelling dating from the Victorian/Edwardian era. The rear garden area backs onto the Albert Drive link road to the rear and features a vehicular crossover to the rear. The surrounding area is predominately characterised by terraced and semi-detached dwellings dating from the Victorian/Edwardian era and is relatively high density in nature. The proposal site is within the urban area and forms part of a 'Priority Place' as designated by Core Strategy (2012) CS5 'Priority Places'.

PLANNING HISTORY

PLAN/2015/0761 - Erection of a part two-storey and part single-storey extension and insertion of a rear dormer – Permitted 12/10/2015

PLAN/2015/0153 - Prior Approval for 6m extension with maximum height of 3.2m and eaves height of 2.5m – Prior Approval granted 02/04/2015

PLAN/2014/0165 - Internal alterations to form two separate dwellings incorporating two storey rear extension – Refused 16/04/2014 for the following reasons and dismissed at appeal:

- 01. The proposal by means of its unconventional shared garden arrangement is cramped and contrived and represents an overdevelopment of the site. As such the proposal is contrary to policy CS21 of the Woking Core Strategy (2012) and Section 7 of the National Planning Policy Framework (2012).*
- 02. The proposed two storey rear extension by reason of its height, length and bulk would result in a significant loss of daylight on No.37 Eve Road contrary to policy CS21 of the Core Strategy 2012 and Supplementary Planning Guidance 'Outlook, Amenity, Privacy and Daylight'.*
- 03. The proposal fails to make any provision towards affordable housing undermining the objectives of policies CS16 and CS12 of the Core Strategy (2012).*
- 04. In the absence of a legal agreement securing avoidance measures it has not been demonstrated that the proposal would not harm the Thames Basin Special Protection Area contrary to Policy CS8 of the Core Strategy 2012, Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 and Section 11 of the National Planning Policy Framework (2012).*

PLAN/2013/0326 - Internal alterations to form two separate dwellings incorporating two storey rear extension and loft conversion – Refused 01/08/2013 for the following reasons:

- 01. The proposal by means of its small rooms, unconventional shared garden arrangement and rooms with sole source of daylight gained from Velux rooflights is cramped and contrived and represents an overdevelopment of the site. As such the proposal is contrary to policy CS21 of the Woking Core Strategy (2012) and Section 7 of the National Planning Policy Framework (2012).*
- 02. In the absence of a legal agreement securing avoidance measures it has not been demonstrated that the proposal would not harm the Thames Basin Special Protection Area contrary to saved policy NRM6 of the South East Plan (2009), Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 and Section 11 of the National Planning Policy Framework (2012).*

03. *The proposal fails to make any provision towards affordable housing undermining the objectives of policies CS1 and CS12 of the Core Strategy (2012).*

CONSULTATIONS

County Highway Authority: No objection subject to conditions.

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

REPRESENTATIONS

A total of 40x representations have been received. This includes 26x objections and 14x letters of support, although one of these appears to be from the owner of the application site. The objections raise the following summarised concerns:

- Proposal would worsen the parking situation on Eve Road
- The applicant's vehicle repair businesses already occupy on-street parking spaces with cars related to their business
- Eve Road is already overcrowded
- The access onto Albert Drive would be dangerous
- Extensions would cause loss of light and loss of privacy to neighbours
- Proposal would be out of character with the area
- The owner has allowed the property to become derelict
- The letters of support are from people with a vested interest in the proposal
- Proposal should not be compared to No.22 Eve Road as this was permitted before the road layout changed and before the parking situation become worse
- Most residents with parking on Albert Drive still park on Eve Road
- The LPA did not consult widely enough (*Officer note: all adjoining neighbouring occupiers and neighbours opposite the site on Eve Road were sent neighbour consultation letters in accordance with the requirements of the Development Management Procedure Order 2015 and the Council's protocol for publicity and neighbour notifications for planning applications*)

The letters of support raise the following summarised points:

- Proposed development is similar to the development permitted at No.22 Eve Road
- There is a shortage of housing in the area
- Proposal would provide family homes
- The existing property is derelict
- The parking problems in the area could be controlled by a Controlled Parking Zone

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018):

Section 2 - Achieving sustainable development

Section 5 - Delivering a sufficient supply of homes

Section 8 - Promoting healthy and safe communities

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

CS5 - Priority Places

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
CS15 - Sustainable economic development
CS18 - Transport and accessibility
CS21 - Design
CS22 - Sustainable construction
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

Development Management Policies DPD (2016):

DM10 – Development on Garden Land

Supplementary Planning Documents (SPDs):

Parking Standards (2018)

Woking Design (2015)

Outlook, Amenity, Privacy and Daylight (2008)

Other Material Considerations:

South East Plan (2009) (Saved policy) NRM6 - Thames Basin Heaths Special Protection Area

Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015

PLANNING ISSUES

Principle of Development:

1. The NPPF (2018) and Core Strategy policy CS25 (2012) promote a presumption in favour of sustainable development. The site lies within the designated Urban Area and within the 400m-5km (Zone B) Thames Basin Heaths Special Protection Area (SPA) buffer zone. The development of previous garden land for additional dwellings can be acceptable provided that the proposal respects the overall grain and character of development in the area. Core Strategy (2012) policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place. The principle of infill residential development can therefore be considered acceptable subject to further material planning considerations, specific development plan policies and national planning policy and guidance as discussed below.

Impact on Character:

2. Policy DM10 'Development on Garden Land' permits subdivision of plots providing the proposed development "...does not involve the inappropriate sub-division of existing curtilages to a size significantly below that prevailing in the area", "the means of access is appropriate in size and design to accommodate vehicles and pedestrians safely and prevent harm to the amenities of adjoining residents and is in keeping with the character of the area" and "suitable soft landscape is provided for the amenity of each dwelling appropriate in size to both the type of accommodation and the characteristic of the locality". Proposal for plot subdivisions to provide additional dwellings can therefore be considered acceptable where they reflect the prevailing grain, pattern and character of development in the area.

3. The proposal is to sub-divide the existing semi-detached dwelling into 2x two storey dwellings and the associated subdivision of the plot. The proposal also includes the erection of part two storey, part single storey rear extensions and a rear dormer window extension. Eve Road is predominately residential in character and is characterised by pairs of semi-detached Victorian and Edwardian dwellings as well as terraced dwellings and purpose-built flats. Plot widths in the area are typically in the region of 5m however several dwellings along Eve Road, including the proposal site, have relatively wide plots of around 10m and feature double-fronted houses. There is therefore a mix in plot widths and the character of the road is of relatively high density residential development. No.22 Eve Road to the west is a similar house to the proposal site and was granted planning permission for a similar plot subdivision under application ref: PLAN/2004/1446.
4. The existing plot is relatively wide at 9.8m at the site frontage. The proposal would subdivide the plot to create two plots of 5.3m and 4.4m in width; this is considered consistent with the prevailing grain and pattern of development in the area. The proposed plot subdivision is therefore considered to respect the character of the surrounding area. The alterations to the frontage would involve replacing the existing single front door with a pair of front doors and an enlarged porch canopy which is considered relatively minor and a visually acceptable alteration. The front elevation would be similar in appearance to that of No.22 Eve Road which has been subdivided in a similar manner.
5. The proposed extensions would be confined to the rear but would be visible from Albert Drive to the rear. The proposal includes a part single storey, part two storey rear extension with the two storey element set-in 2.2m from the boundary. The extensions would feature crown roof forms and the proposal also includes a rear dormer window spanning almost the full width of the roof slope. Although relatively significant extensions, it is a strong material planning consideration that the same extensions have previously been permitted under application ref: PLAN/2015/0761 in which the LPA considered the extensions to have an acceptable impact on the character of the host dwelling and the surrounding area.

Impact on Neighbours:

6. The proposed rear extension features a single storey element and a first floor element. The single storey element would have a depth of 6m and would be positioned on the boundary with the attached neighbour at No.37 Eve Road. The extension would have an eaves height of 2.5m and a crown roof with a maximum height of 3m. The first floor element would be set-in 2.2m from the boundary. The Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) which sets out the principle of the '45° test' which should be passed in either plan or elevation form to be considered acceptable in terms of potential loss of light impacts. The proposed extensions pass the 45° in elevation form and the first floor element passes the test in plan form. The proposal is not therefore considered to result in an undue loss of light impact on this neighbour. It is acknowledged that the single storey element presents a relatively deep flank elevation facing No.37 however it is a strong material planning consideration that the same extensions have effectively been previously considered acceptable under application ref: PLAN/2015/0761 in which the LPA considered there to be an acceptable impact on neighbours. A previously refused application (PLAN/2014/0165) was refused partly due to the impact on neighbours however this included a two storey element positioned closer to the boundary with the attached neighbour.

7. The neighbour at No.33 Eve Road is positioned 1.9m from the proposal site and the proposed extension would be two storeys and positioned 1m from the boundary with this neighbour. The ground floor windows of the neighbour nearest the boundary are understood to serve a bathroom and WC and so are not considered habitable rooms. This neighbour features a single storey rear extension with habitable room windows. The proposal passes the '45° test' with habitable room windows in elevation form. Considering this, along with the internal layout of the neighbour, the proposal is not considered to result in an undue loss of light or overbearing impact on this neighbour.
8. The proposal features ground floor side-facing windows however the 1m separation distance to the boundary and the absence of windows in the flank elevation of No.33 is considered to avoid an undue overlooking impact. The proposed first floor side-facing windows serve a bathroom and as a secondary window and so these can be required to be obscurely glazed with restricted opening by condition to avoid undue overlooking. The first and second floor windows on the rear elevation would have views typical of a residential area and this is considered acceptable.

Standard of Accommodation:

9. The proposal would create two three bedroom dwellings with internal floor areas of 101m² which is consistent with the recommended minimum standards set out in the National Technical Housing Standards (2015). Habitable rooms would have good outlooks to the front and rear and both dwellings would have areas of private amenity space of approximately 95m² and 97m² respectively. This is considered an acceptable size of amenity space for the proposed dwellings and would be consistent with neighbouring gardens sizes.
10. Part of the existing rear garden has been laid to hardstanding and appears to be used for the storage of vehicles in connection with a nearby vehicle repairs/servicing business. It is considered important that this hardstanding is removed and the rear gardens of the proposed dwellings appropriately landscaped in order to achieve an acceptable size and quality of amenity space for both dwellings.
11. Overall the proposal is considered capable of achieving an acceptable standard of accommodation for future residents.

Transportation Impact:

12. The Council's Parking Standards SPD (2018) sets minimum parking standards for new developments. The minimum parking standard for the existing dwelling (3x bed) is two spaces. The proposed dwellings would both have three bedrooms and so each would require two off-street parking spaces. The proposal site backs onto the Albert Drive link road and benefits from a vehicular access to the rear leading to existing hardstanding. The proposed plans show two spaces to the rear of each property which meets the minimum standard set out above. It is acknowledged that on-street parking on Eve Road is very constrained however as the proposal is capable of delivering adequate off-street parking to the rear, the proposal is considered acceptable in this regard.
13. Parking and garages are common to the rear of properties on the northern side of Eve Road and the proposed parking arrangement is considered consistent with the character of the area. The rear of the property currently features a large area of hardstanding which appears to be used for the storage of vehicles in connection with a nearby vehicle repairs/servicing business. It is acknowledged that this would be removed as part of the proposal however any use of the garden area for commercial

purposes is unauthorised. It is also acknowledged that there are local concerns regarding the parking of vehicles on Eve Road and surrounding roads in connection with the applicant's businesses. This however is not considered directly relevant to the proposal; the proposal relates to the sub-division of an existing dwelling into two dwellings which is unrelated to nearby commercial premises and the transportation impact is limited to the impact of the additional dwelling.

14. The County Highway Authority has reviewed the proposal and raises no objection subject to a condition requiring submission of a Construction Management Plan. Overall the proposal is therefore considered to have an acceptable transportation impact.

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

15. The SPAs in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Core Strategy (2012) policy CS8 requires new residential development beyond a 400m threshold, but within 5km of the SPA boundary, to make an appropriate contribution towards the provisions of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
16. 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 applicant has agreed to make a SAMM contribution of £897 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 as a result of the net gain of a three bedroom dwelling which would arise from the proposal.
17. In view of the above, the Local Planning Authority is able to determine that the development would have no significant effect upon the SPA and therefore accords with Core Strategy (2012) policy CS8 and the 'Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015'.

Flood Risk:

18. The proposal site is not within a designated Flood Zone but is within an area at risk from surface water flooding and the area is known to have flooded in recent flood events. The applicant has provided a Flood Risk Assessment (FRA) which assesses the potential risk to future occupants of the development and sets out flood mitigation measures. The Council's Drainage and Flood Risk Engineer has reviewed the submitted information and considers it acceptable subject to conditions securing the measures detailed in the FRA and details of flood compensation and a sustainable drainage scheme. Overall the proposal is therefore considered acceptable in terms of flood risk.

Affordable Housing:

19. Following the Court of Appeal's judgment of 11th May 2016, wherein the Secretary of State for Communities and Local Government successfully appealed against the judgment of the High Court of 31st July 2015 (West Berkshire and Reading Borough Council v Secretary of State for Communities and Local Government), officers accept that, subsequent to the Court of Appeal's judgment, the policies in the Written Ministerial Statement of 28th November 2014 by the Minister of State for Housing and Planning which sets out specific circumstances where contributions for affordable housing and tariff-style planning obligations should not be sought from small scale and

self build development, must once again be treated as a material consideration in development management decisions.

20. states Additionally the Planning Practice Guidance (Paragraph 031 – Revision date: 19.05.2016) sets out that there are specific circumstances where contributions for affordable housing planning obligations should not be sought from small scale and self-build development. This follows the order of the Court of Appeal judgment dated 13th May 2016, which again gives legal effect to the policy set out in the Written Ministerial Statement of 28th November 2014 and should be taken into account. These circumstances include that contributions should not be sought from developments of 10 units or fewer, and which have a maximum combined gross floorspace of no more than 1000sqm. Furthermore the recently published revised National Planning Policy Framework (2018) states that affordable housing provision should not be sought for residential developments which are not major developments.
21. Whilst weight should still be afforded to Policy CS12 'Affordable housing' of the Woking Core Strategy (2012) it is considered that greater weight should be afforded to the policies within the Written Ministerial Statement of 28th November 2014 and the Planning Practice Guidance (Paragraph 031 – Revision date: 19.05.2016). No affordable housing contribution is therefore sought for this application.

Community Infrastructure Levy (CIL):

22. The proposal would be liable to make a CIL contribution of £9,815.19 based on a net increase in floor area of 106m².

CONCLUSION

23. 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 area and in transportation terms. The proposal therefore accords with Core Strategy (2012) policies CS1, CS8, CS10, CS11, CS18, CS21, CS24 and CS25, Supplementary Planning Documents 'Parking Standards' (2018), 'Outlook, Amenity, Privacy and Daylight' (2008), 'Woking Design' (2015), Woking DMP DPD (2016) policy DM10 and the NPPF (2018) and is recommended for approval subject to conditions and a S106 Agreement.

BACKGROUND PAPERS

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

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 £897	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 and S106 Agreement:

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:

1548 FE00a (Existing Location Plan) received by the LPA on 15/02/2018
1548 FE01a (Existing Block Plan) received by the LPA on 15/02/2018
1548 FE10a (Existing Ground Floor Plan) received by the LPA on 15/02/2018
1548 FE11a (Existing First Floor Plan) received by the LPA on 15/02/2018
1548 FE12a (Existing Roof Plan) received by the LPA on 15/02/2018
1548 FE17 (Existing Section) received by the LPA on 15/02/2018
1548 FE15a (Existing Elevations 1/2) received by the LPA on 15/02/2018
1548 FE16a (Existing Elevations 2/2) received by the LPA on 15/02/2018

1548 FE02c (Proposed Block Plan) received by the LPA on 15/02/2018
1548 FE35a (Proposed Elevations 1/2) received by the LPA on 15/02/2018
1548 FE36a (Proposed Elevations 2/2) received by the LPA on 15/02/2018
1548 FE30a (Proposed Ground Floor Plan) received by the LPA on 15/02/2018
1548 FE31b (Proposed First Floor Plan) received by the LPA on 02/08/2018
1548 FE32a (Proposed Loft Plan) received by the LPA on 15/02/2018
1548 FE37a (Proposed Section) received by the LPA on 15/02/2018

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

3. The external finishes of the development hereby permitted shall match those used in the existing building in material, colour, style, bonding and texture.

Reason: In the interests of the character and appearance of the building and the visual amenities of the area and in accordance with Policy CS21 of the Woking Core Strategy 2012.

4. ++Prior to the commencement of the development hereby permitted, a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be planted, details of materials for areas of hardstanding, details of boundary treatments and details of the removal of existing hardstanding areas, 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.

Reason: To preserve and enhance the character and appearance of the locality in accordance with Policies CS21 and CS24 of the Woking Core Strategy 2012.

5. The first floor windows in the west-facing flank elevation of the development hereby approved shall be glazed entirely with obscure glass and non-opening unless the parts of the windows which can be opened are more than 1.7 metres above the floor levels of the rooms in which the windows are installed. Once installed the windows shall be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

6. Prior to the first occupation of the development hereby approved, space shall be laid out within the site for vehicles to be parked in accordance with the approved plans. Thereafter the parking and turning areas shall be permanently retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

7. ++Prior to the commencement of the development hereby permitted, a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials

shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented during the construction of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

8. Notwithstanding the provisions of Article 3 and Schedule 2, Part 1 and Classes A and B 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 or enlargement of the dwellinghouses hereby permitted, other than those expressly authorised by this permission, 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 in accordance with Policy CS21 of the Woking Core Strategy 2012.

9. The development hereby permitted shall be constructed in accordance with the submitted and approved Flood Risk Assessment ref: A18241C dated 02/07/2018 and the Finished Floor Level of the ground floor extension hereby permitted shall be at the same level as the existing unless otherwise agreed in writing by the Local Planning Authority.

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Reason: To ensure the flood risk is adequately addressed and not increased in accordance with NPPF and policy CS9 of the Woking Core Strategy 2012.

10. ++Prior to the commencement of the development hereby permitted, 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 shall be 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 not exceed the run-off from the existing site following the corresponding rainfall event.

The drainage scheme details to be submitted shall also include:

- I. Calculations demonstrating 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 between the 1 in 30 and 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 agreed 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 provided, 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 NPPF and Policies CS9 and CS16 of the Woking Core Strategy 2012.

11. ++Prior to the commencement of the development hereby permitted, details of the proposed flood compensation structure to be installed shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be fully implemented and retained in accordance with the agreed details for the lifetime of the development hereby permitted.

Reason: To prevent the increased risk of flooding in accordance with NPPF and Policy CS9 of the Woking Core Strategy 2012.

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 2018.
2. The permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the

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Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

3. 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).
4. 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.

5. 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:-

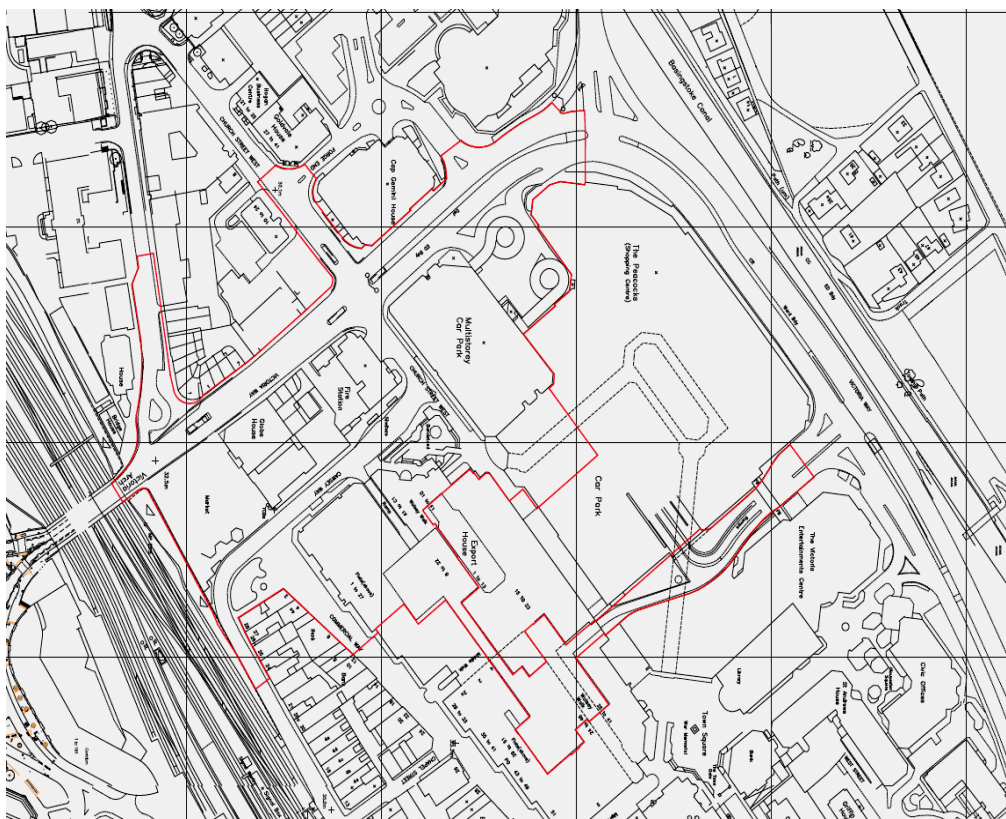
8.00 a.m. - 6.00 p.m. Monday to Friday
8.00 a.m. - 1.00 p.m. Saturday
and not at all on Sundays and Bank Holidays.

Land at Victoria Way and Church Street West, Church Street West, Woking

PLAN/2018/0444

Section 73 application to vary Condition 1 (approved plans) of permission ref: PLAN/2014/0014
(Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre) to allow:

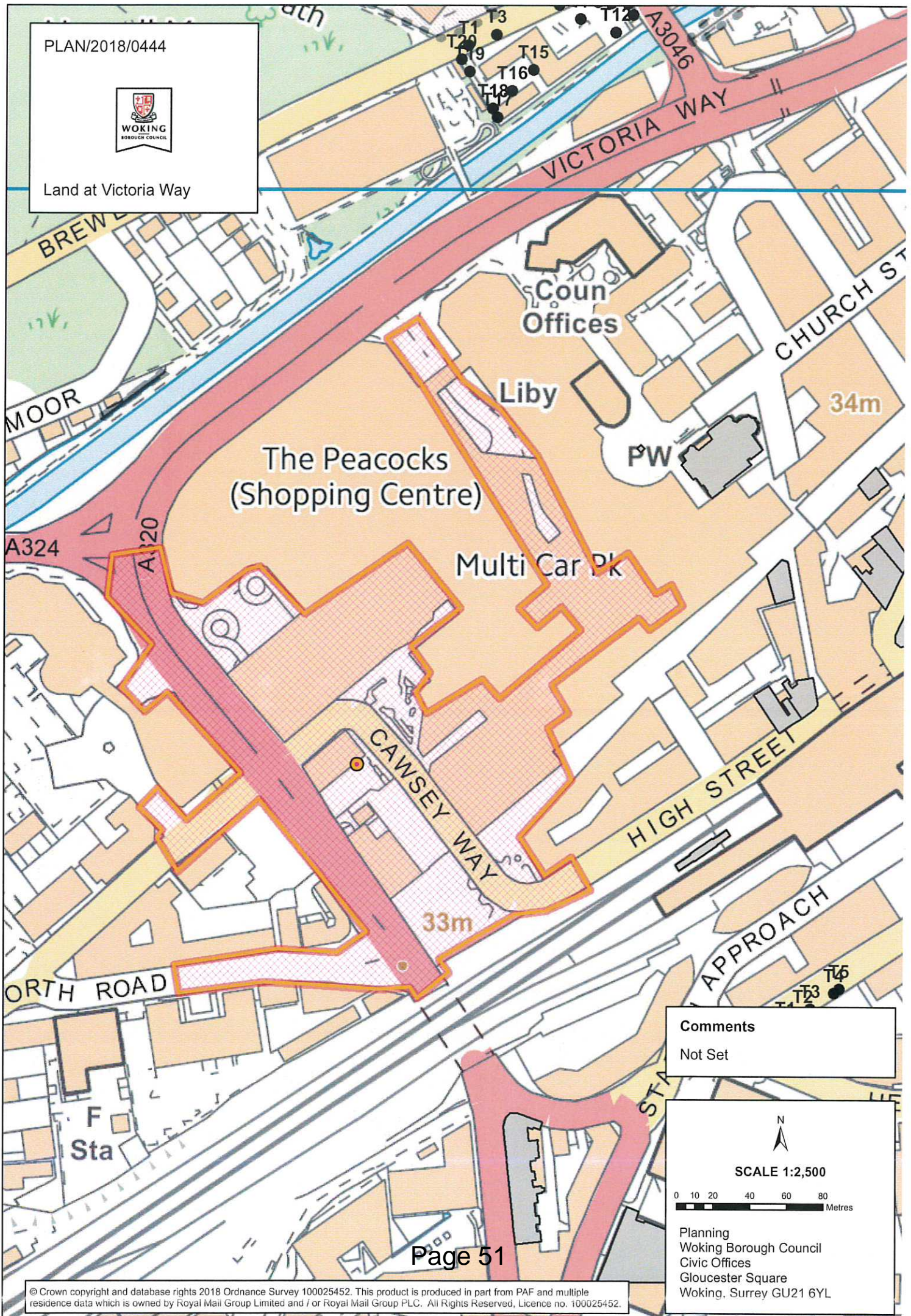
The provision of 37x additional residential units and associated alterations to housing mix, alterations to car parking provision and extension to Red Car Park, provision of additional stairwells to Towers 1 and 2 and alterations to external finishes, various internal and external alterations and alterations to the level of commercial floor space



PLAN/2018/0444



Land at Victoria Way



Comments

Not Set

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5c 2018/0444 Reg'd: 21.12.16 Expires: 15.08.18 Ward: C

Nei. 14.06.18 BVPI Large scale Number 19/16 On Yes
Con. Target Major - 06 of Weeks Target?
Exp: on Cttee'
Day:

LOCATION: Land at Victoria Way, Cawsey Way and Church Street West, Woking, Surrey

PROPOSAL: Section 73 application to vary Condition 1 (approved plans) of permission ref: PLAN/2014/0014 (Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre) to allow:

The provision of 37x additional residential units and associated alterations to housing mix, alterations to car parking provision and extension to Red Car Park, provision of additional stairwells to Towers 1 and 2 and alterations to external finishes, various internal and external alterations and alterations to the level of commercial floor space

TYPE: Section 73 – Variation of Approved Plans

APPLICANT: Victoria Square Woking Ltd

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

This application has been referred to Planning Committee by the Development Manager due to the scale and significance of the Victoria Square scheme.

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Primary Shopping Area
- Primary Shopping Frontage
- Airport Safety Zone - Fair Oaks
- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

GRANT planning permission subject to conditions and a Deed of Variation to the existing S106 Agreement.

SITE DESCRIPTION

The Victoria Square application site comprises: the original site of the Woking Market (relocated to Peacock Walk and renamed Market Street); the site of the former post office, Globe House and the former Woking Fire Station, the Bandstand Square civic space (all now demolished); the Sparrow Park seating area; a number of existing retail units including Boots (now demolished and proposed to be relocated into the scheme) on the north side of Commercial Way and in Wolsey Place; parts of Export House; part of the Red and Yellow Town Centre Car Parks and existing first floor servicing arrangements. Elements of the development are proposed both above and below ground level. Parts of the surrounding road network - including part of Victoria Way, all of Cawsey Way and Church Street West (where it adjoins the Fire Station) are also affected.

The site is bounded by The Peacocks Shopping Centre, former Toys'r'Us unit and the Red Car Park to the north, Victoria Way to the west, the steep railway embankment (the London - Portsmouth mainline) to the south and Wolsey Place Shopping Centre and properties fronting Commercial Way to the east.

The application site is 3.79 ha in area. The majority of the site comprises previously developed land, the exception is Sparrow Park. Ground levels generally fall across the site from south east to north-west (by around 3.5m).

The site is located within the Woking Town Centre boundary, the Primary Shopping Area and includes Primary Shopping Frontage as defined on the Core Strategy Proposals Map.

RELEVANT PLANNING HISTORY

Victoria Square permissions:

- PLAN/2017/0006 - Section 73 application to vary the approved plans of permission ref: PLAN/2014/0014 to allow the erection of new shops (10,355 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (473 sq.m. in Use Classes D1, D2, B1 or A2), 196 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, 390 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red Car Park together with a new Green Car Park to provide 238 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new junction at Goldsworth Road/Victoria Way and High Street to be one way with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit to be re-provided) – Permitted 26/01/2018
- PLAN/2014/0014 - Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (95.5 metres) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys (112 metres) and Tower 2, 30 storeys (100 metres). Construction of a new local energy centre at the Red Car Park, changes and

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extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit - to be re-provided) – Permitted 26/03/2015

- AMEND/2016/0010 – Non-Material Amendment to PLAN/2014/0014 – Permitted 15/04/2016
- AMEND/2016/0035 – Non-Material Amendment to PLAN/2014/0014 – Permitted 10/08/2016
- AMEND/2016/0048 – Non-Material Amendment to PLAN/2014/0014 – Permitted 19/09/2016
- AMEND/2016/0067 – Non-Material Amendment to PLAN/2014/0014 – Permitted 06/12/2016
- AMEND/2017/0015 – Non-Material Amendment to PLAN/2014/0014 – Permitted 20/03/2017

Other relevant history:

- PLAN/2018/0854 – Prior Approval for the demolition of the Red Car Park and ground floor uses - Not yet determined (appears elsewhere on this agenda)
- PLAN/2018/0445 - Erection of a three deck extension to existing multi-storey Red Car Park (324x net additional spaces) and erection of a single deck extension to existing multi-storey Yellow Car Park (121x net additional spaces), associated extension of lift and stair cores and bridge links and erection of spiral ramp and external cladding to Red Car Park - Not yet determined
- PLAN/2016/0955 - Demolition and reconfiguration of entrance to Bandstand Mall, extension and subdivision of 6x existing retail units to provide 8x retail (A1 Use) units (2x net additional units), formation of 2x kiosk units, erection of 1x additional market stall, erection of glazed canopy roof and cladding of Red and Yellow Car Park plus associated plant, landscaping and external works – Permitted 25/10/2016

CONSULTATIONS

All of the same consultees for the original application have been consulted, however none have raised any new issues over and above their comments on the original application. The most relevant consultations are considered to be from the County Highway Authority and Planning Policy Team due to the alterations to the number of units, housing mix and alterations to car parking

County Highway Authority: No objection, note that the overall number of two-way traffic movements would be reduced as a result of the amendments.

Planning Policy: No change to comments made on the original application.

REPRESENTATIONS

None received.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018):

Section 4 - Decision-making
Section 5 - Delivering a sufficient supply of homes
Section 6 - Building a strong, competitive economy
Section 7 - Ensuring the vitality of town centres
Section 8 - Promoting healthy and safe communities
Section 9 - Promoting sustainable transport
Section 10 - Supporting high quality communications
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
Section 15 - Conserving and enhancing the natural environment
Section 16 - Conserving and enhancing the historic environment

Development Management Policies DPD (2016):

DM2 - Trees and Landscaping
DM7 - Noise and Light Pollution
DM16 - Servicing Development
DM17 - Public Realm

Woking Core Strategy (2012)

CS1 - Spatial strategy for Woking Borough
CS2 - Woking Town Centre
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
CS13 - Older people and vulnerable groups
CS15 - Sustainable economic development
CS16 - Infrastructure delivery
CS17 - Open space, green infrastructure, sport and recreation
CS18 - Transport and accessibility
CS19 - Social and community infrastructure
CS20 - Heritage and conservation
CS21 - Design
CS22 - Sustainable construction
CS23 - Renewable and low carbon energy generation
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

Supplementary Planning Documents

Parking Standards (2018)
Woking Design (2015)
Affordable Housing Delivery (2014)
Climate Change (2013)
Outlook, Amenity, Privacy and Daylight (2008)

Other Material Considerations:

South East Plan (2009) (Saved policy) NRM6 - Thames Basin Heaths Special Protection Area

EU Habitats Directive and the UK Habitat Regulations

Guidance on Tall Buildings Cobe and English Heritage (2007)

Woking Infrastructure Delivery Plan 2011

Woking Character Study 2010

Woking Strategic Flood Risk Assessment 2012

Woking Economic Development Strategy 2012-2017

Wind Microclimate and Buildings (2011) BRE

Site Planning for Daylight and Sunlight (2011) BRE

Woking Public Art Strategy 2007

BACKGROUND

The proposal is to vary the approved plans of the consented Victoria Square scheme (PLAN/2014/0014) which was approved at the 04/11/2014 Planning Committee. For clarity, the works approved under the Victoria Square development are summarised below:

Original Victoria Square Scheme (PLAN/2014/0014):

Built Form and Public Realm:

- Two residential towers of 34 (Tower 1) and 30 storeys (Tower 2) comprising 392x self-contained flats. Tower 1 would be on the corner of Commercial Way and Victoria Way and Tower 2 is approximately 30m to the east
- Extension of the existing shopping frontage on Commercial Way
- To the north of the site on the corner of Victoria Way and Church Street West is a new hotel of 23 storeys and 190x rooms
- A new Green Car Park of four levels
- Creation of a new public square between the railway embankment and the development to the north named Victoria Square. New landscaping, bus stops taxi bays and cycle parking would be provided
- A new covered retail court ('New Court') in place of the existing Bandstand Square

Retail / Medical Facility:

- 10,967 sq. metres of new retail (Use Class A1) in 9 units and one restaurant unit (Use Class A3).
- The largest unit is proposed for Marks and Spencer and provides a total of 5,598 sq. metres on ground and first floor.
- Existing Boots store to be re-provided
- A 526 sq.m unit identified as a possible medical centre (Use Class D2) but for which a flexible consent was granted to include a range of town centre, office and leisure uses (within Use Class B1 (a), A2, D1, D2).

Hotel:

- A hotel comprising 190x rooms, conference, gym and spa facilities as well as a restaurant at 21st floor level

Residential:

- A total of 392x flats in Towers 1 and 2 providing 53% one bedroom flats and 47% two bedroom.
- Amenity space provided in the form of roof gardens and private balconies

Car Parking and Servicing:

- A net increase of 380x spaces provided by a new 275x space Green Car Park over four levels, a 96x space extension to the existing Yellow Car Park over four levels and a new 55x space half-level extension to the Red Car Park (minus a loss of 46x spaces to accommodate new spiral ramps and bridges)
- The new Green Car Park would be accessed from the existing Red Car Park via bridges connecting the two. The two existing spiral ramps to the north of the Red Car Park would be demolished and replaced by one two-way spiral ramp
- Servicing of the retail units and hotel would be via the existing service yard accessed via the ramp onto Victoria Way

Energy Centre:

- A new Combined Cooling, Heat and Power (CCHP) plant to generate low-carbon electricity, heating and cooling for the development. This would be positioned to the north of the Red Car Park adjacent to the proposed spiral ramp

Highway Works:

- Cawsey Way is to be closed and High Street extended to connect to Victoria Way; new bus stops and taxi ranks would be provided
- High Street would operate one-way westbound and for buses, taxis and local servicing and access only. An eastbound cycle lane would be provided
- Improvements to pavements and pedestrian crossings and new crossings. Alterations to existing junctions with Forge End, Church Street West and Goldsworth Road
- The central reservation of Victoria Way would be widened and tree planting re-provided

Previously Approved Section 73 application (PLAN/2017/0006):

A section 73 application has been granted in January 2017; this application approved various amendments including the following:

- Non-implementation of the Yellow Car Park extension
- Provision of 142x fewer parking spaces
- Approximately 1,000m² less retail floorspace
- Change to cladding material of stairwells of Towers 1 and 2
- Provision of 6x more hotel rooms
- Provision of 2x fewer residential units
- Omission of the basement level gym and spa serving the hotel
- Increase the maximum height of the hotel tower by 1.7m and Towers 1 and 2 by 1.45m

SUMMARY OF PROPOSED DEVELOPMENT

The current proposal is a Section 73 application to amend the approved plans of the consented Victoria Square development (PLAN/2014/0014). The plans include most of the amendments previously approved under PLAN/2017/0006; the current proposed amendments are summarised below:

- Provision of 37x additional residential units
- Associated alteration to housing mix resulting in a higher proportion of studio (27x additional) and one bedroom apartments (29x additional) and a lower proportion of two bedroom flats (19x fewer).
- Provision of an additional escape stairwell on the eastern elevation of both residential Towers 1 and 2

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- Provision of 317x net additional parking spaces, which is 63x fewer than the originally consented scheme but 79x more than the previously consented Section 73 application (PLAN/2017/0006)
- Provision of larger full-deck extension to the Red Car Park
- Decrease in height of the lift cores of Towers 1 and 2 by 1.3m and an increase in height of the main body of each tower by 0.8m
- Increase in height of energy centre by 1.125m
- Alterations to hotel including the provision of one fewer bedroom internal reconfigurations and external alterations to fenestration
- Re-location of residents' internal amenity space and creation of combined concierge and management facility
- Re-location of cycle storage to single combined space at basement level with dedicated lift access

PLANNING ISSUES

1. The proposal is a Section 73 application to amend the approved plans of the consented Victoria Square development (PLAN/2014/0014) as outlined above. The development has commenced on site and the principle of the development has already been established under the original permission, which was considered to result in significant public benefits in providing new housing, enhanced retail provision, public realm and highways improvements and a visual enhancement of the town centre. The assessment under this application is therefore focused on the proposed changes which are outlined and assessed in detail below.

Additional Residential Units and Housing Mix:

2. The proposed amendment includes the creation of a total of 37x additional residential units, increasing the total number of units from 392x to 429x and this would consequently alter the housing mix of the proposal. Figure 1 below compares the original unit numbers and housing mix with the current proposal.

Figure 1 - Unit number and mix comparison		
Unit Size	Original Consented Scheme (PLAN/2014/0014)	Current proposed scheme
Studio	5 (1%)	32 (7.5%)
1 bed	203 (52%)	232 (54%)
2 bed	184 (47%)	165 (38.5%)
Total	392	429

3. As outlined above, overall the proposal would result in a higher proportion of studio (27x additional) and one bedroom apartments (29x additional) and a lower proportion of two bedroom flats (19x fewer). The additional units would be created by substituting the previously proposed split-level duplex apartments at levels 24-34 of Tower 1 and levels 20-28 of Tower 2 with a mixture of two bedroom and one bedroom units. The previously proposed two bedroom units in the south-west corner of Tower 1 at levels 2-28 would be substituted with a one bedroom and studio unit on each floor. The

proposed additional units would therefore be contained within the consented building envelope with no additional external volume and the only external manifestation of the additional units would be the additional balconies described in Paragraph 22.

4. The NPPF (2018) and Core Strategy policy CS25 (2012) promote a presumption in favour of sustainable development. Paragraphs 117 and 122 of the NPPF (2018) set out that planning policies and decisions should support development that makes efficient use of land in meeting the need for homes and Core Strategy policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place and that new residential development should seek to maximise the efficient use of land. Core Strategy (2012) policies CS1 and CS2 establish Woking town centre as the primary focus of sustainable growth including high density redevelopment of existing sites in the town centre. The site constitutes previously developed land within the designated Urban Area, within Woking town centre and within the 400m-5km (Zone B) Thames Basin Heaths Special Protection Area (SPA) buffer zone. The provision of 37x additional units as part of what is already a major town centre mixed use scheme can therefore be considered acceptable in principle and consistent with the aims of the Development Plan, subject to the considerations below.
5. The proposal would increase the overall density of the proposed development; the original scheme resulted in a housing density of 140dph across the site as a whole and the proposal would increase this to 154dph across the whole site. Whilst the density would inevitably increase, the proposal is still considered an acceptable form of development which would make an efficient use of land and result in an acceptable standard of amenity for future residents.

Housing Mix:

6. The proposed additional units would alter the overall housing mix of the proposed development. Core Strategy (2012) policy CS11 requires proposals to address local housing needs as evidenced in the Strategic Housing Market Assessment (SHMA) which identifies a general need for family accommodation of two bedrooms or more. The most recent published SHMA (September 2015) is broadly similar to the mix identified in policy CS11. Figure 2 below shows the comparison between the need for different sizes of homes across the West Surrey SHMA (September 2015), and the number and percentage of the housing by bedrooms size as proposed in the application.

Figure 2 - Proposed housing mix compared to 2015 SHMA			
Unit Size	2015 SHMA split of all dwellings by size	Proposal – Total number of dwellings by size	% of dwellings proposed by size
1 bed	20%	264	61.5%
2 bed	30%	165	38.5%
3 bed	35%	0	0%
4 bed	15%	0	0%
5 bed		0	0%
Total	100%	429	100.0%

7. The majority of the units in the originally consented scheme were one bedroom (53%), the current proposal would also deliver a majority of one bedroom units but at a higher proportion (61.5%) with the remaining 38.5% being two bedroom.
8. Woking Core Strategy (2012) policy CS11 states that *“Lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments. Equally, lower proportions of smaller units will be acceptable in areas of existing low residential density where the character of the area will not be compromised”*. The Victoria Square scheme is a high density mixed use development in Woking Town Centre where lower levels of two bedroom units can be supported and where the use of land and buildings should accommodate additional residential units as efficiently as possible. The proposed scheme is still considered to offer a good mix of different housing types and a good proportion of two bedroom units appropriate to the high density nature of the development and the surrounding area. The proposed housing mix is also considered generally consistent with other recently consented town centre developments.
9. Overall the proposed housing mix is considered acceptable given the location of the proposal site.

Quality of Accommodation:

10. Although the Council has no minimum dwelling size standards, the National Technical Housing Standards (2015) offers a useful guide to recommended minimum space standards and the proposed additional flats would be generally consistent with these. All the proposed flats would have access to internal and external communal residential amenity spaces (as discussed in paragraph 29-31). The applicant has provided a BRE daylight assessment assessing the daylighting to habitable rooms in the additional flats which indicates a high degree of compliance with the BRE Benchmark Standard and where rooms fall below the recommended best practice guidance they generally do so marginally. The scheme overall retains a high degree of compliance with the BRE Benchmark Standard and a good standard of accommodation. Overall the proposed additional residential units are considered to achieve an acceptable size and quality of accommodation.

Car Parking:

11. The consented Victoria Square development proposed 380x net additional parking spaces in the form of a 96x space extension to the existing Yellow Car Park, a new Green Car Park with 275x spaces and a new 55x space half-deck extension to the Red Car Park (minus the loss of 46x spaces to accommodate new spiral ramps and bridges).
12. The extension to the Yellow Car Park is no longer proposed; the Yellow Car Park was also omitted from the previously approved Section 73 application (PLAN/2017/0006). Overall the consented Section 73 application resulted in 238x net additional parking spaces which was 142x fewer than the originally consented scheme (PLAN/2014/0014).
13. The original scheme included the erection of a half-deck extension to the Red Car Park above the former ‘Toys R Us’ store, providing a total of 55x spaces. The current proposal includes the erection of a full deck extension to the roof of the Red Car Park. The proposal seeks to provide 139x additional parking spaces in the extended Red Car Park which is 84x more than the originally consented scheme. Since the original

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Victoria Square scheme was permitted, the Council has a new Parking Standards SPD (2018) which sets minimum parking standards (for example 0.5 spaces per one bedroom flat). These standards however state that provision below the minimum can be considered in Woking Town Centre.

14. Overall the current proposal would result in 317x net additional parking spaces which is 63x fewer than the originally consented scheme (PLAN/2014/0014) however this would be 79x more than the previous Section 73 application (PLAN/2017/0006). The difference in parking provision between the three applications is summarised in Figure 3 below.

Figure 3 - New Car Parking Provision Comparison			
	No. of Spaces approved under PLAN/2014/0014	No. of Spaces approved under Section 73 (PLAN/2017/0006) (With difference in brackets)	No. of Spaces Currently Proposed (with difference in brackets)
New Green Car Park	275	229 (-46)	224 (-51)
Yellow Car Park extension	96	0 (-96)	0 (-96)
Red Car Park extension	55	55 (0)	139 (+84)
Loss of existing Red Car Park spaces due to new ramp and bridges to Green Car Park	-46	-46 (0)	-46 (0)
Total new spaces	426	284 (-142)	363 (-63)
Total NET additional spaces	380	238	317

15. The current proposal would deliver 79x more spaces than the consented Section 73 application. The proposal would provide 37x additional residential units however this increase in units is catered for by the corresponding increase in parking spaces compared to the previous Section 73 application which is at least equivalent to one space per unit, with an additional 42x spaces to serve the overall development. The proposed increase in residential units is therefore catered for by a proposed increase in parking spaces. The applicant has also confirmed that the relevant additional cycle parking would be accommodated in the communal cycle store.
16. The current application is accompanied by a revised Transport Statement which seeks to justify the changes to car parking provision outlined above. This confirms that the baseline conditions in terms of the traffic flows in the area have not altered materially since the Victoria Square application was originally approved and these form the basis of the assessment of the current application.

17. The Transport Statement concludes that the additional units would result in a marginal increase in two-way traffic movements however this would be balanced with a reduction in two way movements resulting from the decrease in the level of retail floor space (outlined in Figure 4 below). The conclusion of the Transport Statement that there would be an overall reduction in two way traffic trips and that there would be no detrimental impact on the local highway network. The County Highway Authority has reviewed the proposal and raises no objection.
18. In terms of parking provision, whilst the proposal would deliver 63x fewer spaces than the originally consented scheme (PLAN/2014/0014), the starting point is considered the previous Section 73 application which has consent and the proposal would deliver 79x more spaces than this scheme. The additional spaces would contribute towards the parking demand for both the residential and commercial element as well as the town centre generally. Overall the proposal is considered to achieve an acceptable level of parking provision considered the town centre location of the development and is considered acceptable in transportation terms generally.

External Alterations:

Additional Stairwells:

19. The residential towers in the original scheme were served by one escape stairwell and a bank of three lifts in the core of the building. The revised proposal includes the addition of a second escape stairwell to both Towers 1 and 2. Whilst not a statutory Building Control requirement, the additional staircases would provide an alternative means of escape in the event of a fire and are being proposed as an additional safety measure in the development. The visual impact of the additional staircase must however be assessed.
20. Both residential towers were originally designed roughly in an 'H-Plan' layout with recessed areas on the east and west elevations of both towers measuring 4.5m in width and 3.5m in depth running the full height of the towers. The proposed additional stairwells would be positioned in the recessed area on the eastern elevations of both towers. The stairwells would be clad in the same vertical metal blade grilling as the stairwell on the western elevation. It is acknowledged that the additional stairwell would largely infill a recessed area which previously served to break-up the eastern elevations, however the stairwell would still be set-back 0.7m from the edge of protruding pillar elements which previously framed the recessed area. There would therefore still be recessed elements on the eastern elevations which provide relief and visual interest to these elevations. Furthermore, the contrasting materials of the stairwells compared to the rest of the towers is considered to serve to break-up the bulk, massing and appearance of these elevations. The towers would retain the recessed areas on the western flank elevations of both towers.
21. Overall the towers are considered to present balanced and well-considered elevations with high quality materials. The proposed external changes are considered to result in a development which is visually acceptable and is not considered to materially alter the impact on the character of the surrounding area compared to the previously consented scheme.

Additional Balconies:

22. The substitution of the previously approved split-level duplex apartments creates a requirement for additional balconies on the upper floors of the residential towers

where there previously were none. The proposed balconies would be at levels 21, 23, 25, 27, 29 and 31 of Towers 1 and 2; the balconies would match the design and proportions of other balconies on the buildings and would generally be positioned where other balconies would be positioned above and below them in the same position. Overall the additional balconies are considered a visually acceptable addition which would not materially alter the overall appearance of the development.

Red Car Park Extension:

23. The original Victoria Square application included a half-deck extension to the roof of the Red Car Park providing a total of 55x spaces. The current proposal includes the continuation of the extension to provide a full deck extension across the entire roof of the Red Car Park providing a total of 84x spaces. The extension would be a logical completion of the consented half-deck extension and is considered to be consistent with the overall form and character of the Red Car Park. The extension to the Red Car Park is therefore considered visually acceptable. The additional bulk of the single deck extension to the Red Car Park is considered to be relatively modest and is not positioned within close proximity to any residential units. The car park extension is not therefore considered to result in an undue loss of light or overbearing impact on neighbours.

Changes to Height:

24. The overall height of the lift cores of the proposed residential towers would decrease by 1.3m and an increase in height of the main bodies of the residential towers by 0.8m is proposed. The proposal includes an increase in height of the proposed energy centre by 1.125m; this is considered a relatively minor increase in height and the energy centre is positioned in a relatively discreet location between the Red Car Park spiral ramp and the Peacocks Centre. These changes in height are considered modest changes which would not materially alter the overall scale and appearance of the development.

Changes to Hotel:

25. The internal reconfiguration of the hotel requires some alterations to the external façade including the omission of certain window openings and alterations to the arrangement of cladding and window openings. However these changes are not considered to materially alter the overall appearance of the external elevations of the hotel element.

Changes to New Court glazed roof and shop frontages:

26. The Victoria Square development would create an enclosed retail forecourt space (New Court) approximately where the original bandstand was positioned. The proposal would alter the size of roof glazing modules to smaller modules and the roof is now proposed to be supported by a column within New Court. The glazing modules in the proposed shop fronts would also be reduced in size. These changes are not considered to materially alter the overall appearance or functionality of the space and are considered acceptable.

Changes to Commercial Floorspace:

27. There are proposed changes to the proportion of commercial floor space for different uses however this is largely the same as that approved under the previous Section 73 application. M&S will remain the anchor unit however the size of this unit would

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reduce from 5,598m² to 4,644m²; this is in accordance with the operational requirements of the tenant. Some of this floorspace would be given over to 3x additional retail units (SU11, SU12 and SU13) facing onto Commercial Way. The overall reduction in retail floorspace is primarily due to the increased 'back-of-house' requirements for the hotel, the larger size of the medical facility and additional service corridors serving the retail units. The medical facility would be approximately 100m² larger than originally consented. The overall floorspace figures in comparison to the approved scheme and previous Section 73 application are outlined in Figure 4 below.

Figure 4 - Floorspace Summary

Previously approved equivalent figures shown for:

- the original proposal (PLAN/2014/0014);
- for the previously approved Section 73 application (PLAN/2017/0006) 'MMA1' in *italics*;
- for the currently proposed scheme in **bold**.

	No. of Units	Total No. of Units	Floorspace (sq.m)	Composite Floorspace (sq.m)
Residential Tower 1	216 – Original (214) – <i>MMA1</i> 249 – Current	392 – Original (390) – <i>MMA1</i> 429 – Current	20,306 – Original (20,327) – <i>MMA1</i> 20,389 – Current	36,912 - Original (36,690) – <i>MMA1</i> 36,532 – Current
Residential Tower 2	176 – Original (176) – <i>MMA1</i> 180 – Current		16,606 – Original (16,362) – <i>MMA1</i> 16,143 – Current	
Hotel	190 – Original (196) – <i>MMA1</i> 189 – Current			19,447 – Original (18,039) – <i>MMA1</i> 17,927 – Current
Retail	Marks and Spencer		5,598 – Original (4,643) – <i>MMA1</i> 4,644 – Current	10,967 – Original (9,930) – <i>MMA1</i> 9,967 – Current
	Boots		2,810 - Original (2,562) – <i>MMA1</i> 2,562 – Current	
	Other Retail Units 7x – Original (10x) – <i>MMA1</i> 9x – Current		2,031 – Original (2,291) – <i>MMA1</i> 2,281 – Current	
	Restaurant		528 – Original (433) – <i>MMA1</i> 480 – Current	
Medical Centre	1		526 – Original (617) – <i>MMA1</i> 617 – Current	
Car Parking Spaces (net)	380 – Original (238) – <i>MMA1</i> 317 – Current			

28. Overall the revised proposal would result in approximately 1,000m² less retail floorspace than the originally consented scheme. However the scheme would still deliver a large anchor store for M&S and the additional retail units are considered to further enhance the retail offering of the town centre and would maintain active frontages on Commercial Way. Overall the revised scheme is considered to compliment and enhance the retail function of the town centre and is considered to

deliver the same significant public benefits as the consented scheme in terms of retail space provision and enhancement.

Changes to residents' amenity spaces, concierge and cycle storage:

29. Various internal alterations are proposed to the layout of the residential element of the development. The originally consented scheme included an internal residents' amenity space at level 2; this would be relocated to two separate spaces at the top floor of each residential tower and replaced with a combined concierge and delivery pick-up space. The residents' amenity spaces would include co-working space, a communal kitchen, multi-function area and TV/fil lounge. The overall floorspace allocated to residential amenity would be approximately double that previously consented.
30. The residential cycle storage is now proposed to be in a single consolidated space in the basement of Tower 1 with a dedicated, secure lift access; this would serve all the residential units in the development. A previous cycle store on level 4 of Tower 2 would become a residents' gym serving both towers.
31. Overall the proposed internal reconfigurations are considered acceptable and would increase the size and quality of amenity spaces and facilities for future residents.

Changes to Hotel:

32. The originally consented hotel featured 190x bedrooms. The current proposal is for 189x bedrooms which is one fewer than the original scheme and 7x fewer than the previously permitted Section 73 application. In addition, various internal reconfigurations of the internal and 'back-of-house' areas is proposed to suit the requirements of the prospective operator however these changes are not considered to materially alter the overall acceptability of the hotel element.

Impact on Wind Microclimate:

33. The application is accompanied by an addendum to the original Wind Assessment which concludes that the proposed physical changes to the scheme currently proposed would result in wind conditions which are similar to those in the previous scheme.

Changes to Development Plan and Site Context:

34. Since the Victoria Square scheme was originally permitted there have been several changes to the local Development Plan as summarised below:
 - The Development Management Policies Development Plan Document has been adopted (October 2016).
 - The new Parking Standards SPD has been adopted (April 2018)
 - The revised National Planning Policy Framework has been published (July 2018)
35. These policies are not considered to materially alter the acceptability of the scheme overall.
36. There have also been changes to the site context around the development; Woking Market has been re-located to Market Walk, the new Woking Fire Station has been completed and there have been various planning permissions granted for developments in the town centre. In addition, the permission for the 'Altura' scheme opposite the proposal site has lapsed. The changes to the site context have been

taken account of in the current proposal and the submitted Environmental Statement but the conclusion remains the same.

37. In addition to the above, the War Memorial in Jubilee Square was listed by Historic England at Grade II on 03/07/2017. The submitted Heritage Statement Addendum concludes that the proposed development would preserve the setting of this listed building, along with other Heritage Assets in the surrounding area including Conservation Areas and the Grade II listed Christ Church which is located close to the war memorial in Jubilee Square. Overall the proposed Section 73 application is considered to preserve the special character and setting of Heritage Assets and the proposal is considered acceptable in this regard.

Affordable Housing:

38. Policy CS12 'Affordable Housing' of the Woking Core Strategy (2012) requires new developments to deliver 40% affordable housing, subject to viability. The original Victoria Square scheme was unviable in affordable housing terms. However the Victoria Square development is an initiative promoted by Woking Borough Council and is undertaken by Victoria Square Woking Limited (VSWL); a joint venture company of which the Council owns 48% and as part of the Council's commitment to the initiative, and in recognition that the scheme itself could not deliver any affordable housing, the Council undertook to do so in substitution. In June 2014, the Executive recommended to Council the allocation of £18million to Thameswey Housing Ltd to provide affordable homes near Woking Town Centre in lieu of provisions in the Victoria Square development. The Council, at its meeting on 10 July 2014, approved the use of resources for that purpose.
39. The Council's Chief Executive, as director of VSWL, advises that the revised number of units in the Victoria Square scheme, proposed by the current planning application, reflects the market assessment of the best alignment between housing needs and the provision of homes that are attainable, and within the price range that the target group of 21-40 year old professionals can afford. In light of this, and the background of the financial arrangements the Council has already made, it is not possible to provide any additional affordable homes on site or provide more resources for further offsite provision.
40. Nevertheless, the original Section 106 Agreement included an Overage Agreement which seeks to ensure an appropriate affordable housing contribution is made in the event that the scheme becomes more profitable than anticipated. This would be included in the new S106 Agreement secured as part of the current proposal and would include the proposed 37x additional dwellings. Subject to the Overage Agreement being included in the new S106 Agreement, the proposal is considered acceptable in this regard.

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

41. The SPAs in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Core Strategy (2012) policy CS8 requires new residential development beyond a 400m threshold, but within 5km of the SPA boundary, to make an appropriate contribution towards the provisions of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
42. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL) however the SAMM element of the

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SPA tariff is required to be addressed outside of CIL. Whilst the SPA payment for the original scheme (PLAN/2014/0014) has already been paid, appropriate contributions would be required for the proposed 37x additional residential units.

43. A total SAMM contribution of **£18,611** would be required in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 as a result of the net gain of 37x one bedroom dwellings which would arise from the proposal; this can be secured through a S106 Agreement.
44. In view of the above, the Local Planning Authority is able to determine that the development would have no significant effect upon the SPA and therefore accords with Core Strategy (2012) policy CS8 and the 'Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015'.

Environmental Impact Assessment (EIA):

45. An assessment was undertaken on the original application to consider the effect of the proposed development in combination with other committed developments in terms of the potential to give rise to cumulative effects in accordance with the Environmental Impact Assessment (EIA) Regulations (2017) (as amended). An Environmental Statement was submitted with the original application which concluded that no significant cumulative effects were predicted. An updated Environmental Statement has been provided with the current application taking account of the proposed changes to the plans. The conclusion of the Environmental Statement however remains the same.

CONCLUSION

46. Overall the proposed changes to the consented scheme are considered to have an acceptable impact in terms of housing mix and in transportation terms and are considered to result in an acceptable impact on the overall character of the development and surrounding area. The scheme is considered consistent with originally consented scheme and is considered to deliver the same public benefits in delivering new housing, enhanced retail provision, public realm and highways improvements and a visual enhancement of the town centre. The proposal therefore accords with the Development Plan and is recommended for approval.

PLANNING OBLIGATIONS

The S106 Agreement for the original Victoria Square application has been signed however a Deed of Variation will be required to tie the new permission to the original. The obligations which will be secured under the S106 are summarised below. The financial contributions are subject to indexation.

	Obligation	Reasons
1.	Education £710,854.59	To address Policy CS16
2.	Open Space, Sports Provision & Maintenance £987,210.26	To address Policies CS16 and CS17
3	Sustainable transport £700,000	To address Policy CS18
4.	Travel Plan monitoring £6,150	
5.	S278 Agreement to undertake highway works	To address Policy CS18
6.	Public art	To address Woking's Public Art Strategy
7.	Wifi in the town centre	To address Policy CS2
8.	Provision of Health facilities	To address Policy CS19
9.	Jobs and apprenticeships for local people	To address Policy CS15

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10.	Underground storage tanks management and maintenance	To address Policy CS9
11.	Management company to be set up	To address Policies CS21, CS22 and CS25
12.	Affordable Housing Overage Agreement, including any change to the maximum 'additional sum' resulting from the additional units	To address Policy CS12
13.	Thames Basin Heath SPA SAMM payment of £18,611 for the 37x additional units	To address Policy CS8
Total: £2,422,825.85		

N.B. The required Thames Basin Heath SPA payment for the original application (PLAN/2014/0014) has already been provided

BACKGROUND PAPERS

1. Site Notices
2. Consultation responses
3. Planning Statement dated April 2018
4. Environmental Statement Main Text dated April 2018
5. Environmental Statement Technical Appendices dated April 2018
6. Design and Access Statement dated March 2018
7. Sustainability Statement Addendum dated December 2016

PLANNING CONDITIONS

As this is a Section 73 application, this application would effectively issue a new planning permission for the development. Some of the planning conditions have been discharged so it is therefore necessary to re-word the planning conditions to ensure compliance with details which have been agreed.

RECOMMENDATION

GRANT Planning Permission subject to the following conditions and Deed of Variation to S106 Agreement:

1. The development for which permission is hereby granted must be commenced not later than 26th March 2020.

Reason: To comply with 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 unless otherwise agreed in writing by the Local Planning Authority:

Drawing Number	Drawing Title	Rev.
	Highway Drawings	
VD15278-05-0101	Woking Town Centre PHASES 3, 4, 5 PHASE 5 GENERAL ARRANGEMENT	J
VD15278-02-0101	PHASE 2 GENERAL ARRANGEMENT SHEET 1 OF 6	K
VD15278-02-0102	PHASE 2 GENERAL ARRANGEMENT SHEET 2 OF 6	K
VD15278-02-0103	PHASE 2 GENERAL ARRANGEMENT SHEET 3 OF 6	N
VD15278-02-0104	PHASE 2 GENERAL ARRANGEMENT SHEET 4 OF 6	K
VD15278-02-0105	PHASE 2 GENERAL ARRANGEMENT SHEET 5 OF 6	F
VD15278-02-0106	PHASE 2 GENERAL ARRANGEMENT SHEET 6 OF 6	G

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VD15278-04-010	PHASES 3, 4, 5 PHASE 4 GENERAL ARRANGEMENT SHEET 1 OF 2	E
VD15278-04-0102	PHASES 3, 4, 5 PHASE 4 GENERAL ARRANGEMENT SHEET 2 OF 2	F
VD15278-04-010	Woking Town Centre PHASES 3, 4, 5 PHASE 3 GENERAL ARRANGEMENT Sheet 1 of 3	E
VD15278-03-0102	PHASES 3, 4, 5 PHASE 3 GENERAL ARRANGEMENT SHEET 2 OF 3	F
VD15278-03-0102	PHASES 3, 4, 5 PHASE 3 GENERAL ARRANGEMENT SHEET 3 OF 3	F
	Landscape Drawings	
OX4721-12-100	Landscape Masterplan	T03
OX4721-12-103	Landscape Plan (sheet 1 of 2)	T13
OX4721-12-104	Landscape Plan (sheet 2 of 2)	T17
OX4721-12-105	Tree Retention and Removal Plan	T03
OX4721-12-200	Landscape Elevation Victoria Square	T04
OX4721-12-201	Landscape Elevation Victoria Way	T03
OX4721-12-202	Landscape Elevation New Court	T03
OX4721-12-121	Cycle Parking	T04
	Existing Plans - Wolsey Place, Export House, Red Car Park & Yellow Car Park	
BNYMA(02)B101	Existing Lower Ground Floor Plan of Export House, Toys R Us, Service Yard & Bandstand Mall	C00
BNYMA(02)0001	Existing Ground Floor Plan of Export House, Wolsey Place, Globe house & Fire Station	C00
BNYMA(02)0501	Existing Mezzanine Plan of Red Car Park, Bandstand Mall Roof & Mezzanine Level of Yellow Car Park	C00
BNYMA(02)1001	Existing First Floor Plan of Export House, Wolsey Place, Globe House & Fire Station	C00
BNYMA(02)1002	Existing Levels 1 & 2 of Red Car Park & Level 1 Yellow Car Park	C00
BNYMA(02)2001	Existing Roof Plan of Wolsey Place & Export House Podium	C00
BNYMA(02)2002	Existing Levels 3 & 4 of Red Car Park & Level 2 Yellow Car Park	C00
BNYMA(02)3001	Existing Levels 5 & 6 of Red Car Park & Level 3 Yellow Car Park	C00
BNYMA(02)4001	Existing Levels 7 & 8 of Red Car Park & Level 4 Yellow Car Park	C00
BNYMA(02)5001	Existing Levels 9 & 10 of Red Car Park	C00
	Existing Elevations & Sections - Wolsey Place, Export House, Red & Yellow Car Park	
BNYMA(02)GE01	Existing North, South & West Elevations of Export House & Wolsey Place	C00
BNYMA(02)GE02	Existing Elevations of the Yellow Car Park & Part South Elevation of Blue Car Park	C00
BNYMA(02)GE03	Existing Elevations of Wolsey Place Service Yard at Western End	C00
BNYMA(02)GE04	Existing Elevations of Red Car Park	C00
BNYMA(02)GS01	Existing Sections 1-1, 2-2 & 3-3	C00
	Demolition Drawings	
BNYMA(05)B101	Demolition: Lower Ground Floor Plan of Export House	C00
BNYMA(05)0001	Demolition: Ground Floor Plan of Export House & Wolsey Place, Globe House & Fire Station	E00
BNYMA(05)1001	Demolition: First Floor Plan of Export House & Wolsey Place, Globe house & Fire Station	E00
BNYMA(05)2001	Demolition: Roof Plan of Wolsey Place & Podium of Export House	E00
BNYMA(05)2002	Demolition: Existing Levels 1 & 2 of Red Car Park & Level 1 of Yellow	E00

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	Car Park	
BNYMA(05)GE01	Demolition: North Elevation, South & West Elevations of Export House & Wolsey Place	C00
BNYMA(05)GE02	Demolition: Exist Elevations of Yellow Car Park & Part South Elevation of Blue Car Park	C00
BNYMA(05)GE03	Demolition: Existing Elevations of Wolsey Place Service Yard at Western End	
BNYMA(05)GE04	Demolition: Existing Elevations of the Red Car Park	C00
	Application Boundary Drawings	
BNY-SA(08)0001	Site Location Plan - Application Boundary - Ground Floor Level	E00
BNY-SA(08)0002	Site Location Plan - Overall Application Boundary	E00
BNY-SA(08)0101	Site Location Plan - Application Boundary – Above Ground Floor Level	E00

	Typical Bay Elevations	
BNYMA(08)AL05	Bay Elevation 05 (Hotel)	E01
BNYMA(08)AL06	Bay Elevation 06 (Hotel)	E01
BNYMA(08)AL07	Typical Bay Elevation 13 - New Spiral Ramp to Red Car Park	C01
BNYMA(08)AL11	Bay Elevation 11 (Victoria Way)	E01
BNYMA(08)AL12	Bay Elevation 12 (Victoria Way)	E01
BNYMA(08)AL17	Bay Elevation 17 Tower 1	E01
BNYMA(08)AL20	Bay Elevation 20 Tower 1 Typical Stone Cladding	E01
BNYMA(08)AL22	Bay Elevation 22 (Commercial Way)	E01
BNYMA(08)AL24	Bay Elevation 24 (Commercial Way)	E01
BNYMA(08)AL25	Bay Elevation 25 (Victoria Way)	E01
	Energy Centre, Red Car Park & Yellow Car Park Plans	
BNYYCP(08)G01	Elevation 01 – South Elevation Looking North at Red Car Park	E00
BNYYCP(08)0001	Proposed Ground Floor Plan of Toys R Us, Energy Centre & with proposed UKPN substations	E00
BNYYCP(08)M01	Proposed Mezzanine Plan Red Car Park, Bandstand Mall Roof & Mezzanine Level Yellow Car Park	E00
BNYYCP(08)0101	Proposed Levels 1 & 2 of Red Car Park, Level 1 of Yellow Car Park & Level 1 of Energy Centre	E00
BNYYCP(08)0201	Proposed Levels 3 & 4 of Red Car Park, Level 2 Yellow Car Park & Level 2 of Energy Centre	E00
BNYYCP(08)0301	Proposed Levels 5& 6 of Red Car Park & Level 3 of Yellow Car Park	E00
BNYYCP(08)0401	Proposed Levels 7 & 8 of Red Car Park, Level 4 Yellow Car Park & Level 3 of Energy Centre	E00
BNYYCP(08)0501	Proposed Levels 9 & 10 of Red Car Park & Roof of Energy Centre	E00
BNYYCP(08)0601	Proposed Level 11 of Red Car Park (New Half-deck)	E00

	GA Plans - Scheme Floor Plans	
BNYMA(08)0001	GA Proposed Lower Ground Floor Plan	E01
BNYMA(08)0010	GA Proposed Upper Ground Floor Plan	E02
BNYMA(08)0101	GA Proposed 1st Floor Plan	E02
BNYMA(08)0201	GA Plan 2nd Floor (Car Parking 01 with Residential Apartments)	E01
BNYMA(08)0301	GA Plan 3 rd Floor (Car Parking 02 with Residential Apartments)	E01
BNYMA(08)0401	GA Plan 4 th Floor (Car Parking 03 with Residential Apartments)	E01
BNYMA(08)0501	GA Plan 5 th Floor (Car Parking 04 with Residential Apartments)	E01
BNYMA(08)0601	GA Plan 6 th Floor (Hotel Ballroom with Residential Apartments)	E01
BNYMA(08)0701	GA Plan 7 th Floor (Hotel Lobby and Plant with Residential Apartments)	E01
BNYMA(08)0801	GA Plan 8 th Floor (Hotel Lobby and Plant with Residential Apartments)	E01
BNYMA(08)0901	GA Plan 9 th Floor (Hotel with Residential Apartments)	E01

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BNYMA(08)1001	GA Plan 10 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1101	GA Plan 11 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1201	GA Plan 12 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1301	GA Plan 13 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1401	GA Plan 14 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1501	GA Plan 15 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1601	GA Plan 16 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1701	GA Plan 17 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1801	GA Plan 18 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1901	GA Plan 19 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2001	GA Plan 20 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2101	GA Plan 21 st Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2201	GA Plan 22 nd Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2301	GA Plan 23 rd Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2401	GA Plan 24 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2501	GA Plan 25 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2601	GA Plan 26 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2701	GA Plan 27 th Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2801	GA Plan 28 th Floor (Residential Apartments)	E01
BNYMA(08)2901	GA Plan 29 th Floor (Residential Apartments)	E01
BNYMA(08)3001	GA Plan 30 th Floor (Residential Apartments)	E01
BNYMA(08)3101	GA Plan 31 st Floor (Residential Apartments)	E01
BNYMA(08)3201	GA Plan 32 nd Floor (Residential Apartments)	E01
BNYMA(08)3301	GA Plan 33 rd Floor (Residential Apartments)	E01
BNYMA(08)3401	GA Plan 34 th Floor (Residential Apartments)	E01
	GA Elevations	
BNYMA(08)GE01	Site Elevation – Victoria Way	E02
BNYMA(08)GE02	Site Elevation – Commercial Way	E02
BNYMA(08)GE03	Site Elevation – Church Street (East) (Sectional)	E02
BNY-T2(08)GE02	Residential Tower T2 Elevations South & West	E01
BNY-T2(08)GE01	Residential Tower T2 Elevations North & East	E01
BNY-T1(08)GE02	Residential Tower T1 Elevations South & West	E01
BNY-T1(08)GE01	Residential Tower T1 Elevations North & East	E01
BNY-PS(08)0001	Proposed Ground Floor Plan, Elevations and Section of Proposed UKPN Substations	E00
	GA Sections	
BNYMA(08)GS01	Site Section A-A (Victoria Way)	E02
BNYMA(08)GS02	Site Section B-B (through Residential Towers 01 & 02 looking North)	E02
BNYMA(08)GS03	Site Section C-C (showing West Elevation to Internal Plaza)	E01
BNYMA(08)GS04	Site Section D-D (showing East Elevation to Internal Plaza)	E01
BNYMA(08)GS05	Site Section E-E (through Hotel looking South)	E02
BNYMA(08)GS06	Site Section F-F (showing South Elevation to Internal Plaza)	E01
BNYMA(08)GS07	Site Section G-G (through Hotel Conference Facilities, Car Park & Retail Units looking North)	E02
BNYMA(08)GS08	Site Section H-H (through Car Park, Retail Units & Residential Tower 02 Looking North)	E02
BNYMA(08)GS09	Site Section I-I (through Car Park, Retail Units Looking West)	E01
BNYMA(08)GS10	Site Section J-J (through Cores of Res Towers 01 & 02 looking North)	E01
BNYMA(08)GS11	Site Section K-K (through retail podium & service yard)	E01

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	Proposed Flat Layouts	
BNY APT 08 AL 01	Typical Studio Apartment Layout - Studio Type A	E00
BNY APT 08 AL 02	Typical Studio Apartment Layout - Studio Type B	E00
BNY APT 08 AL 03	Typical 1-Bed Apartment Layout - 1 Bed Type C	E00
BNY APT 08 AL 04	Typical 1-Bed Apartment Layout - 1 Bed Type D	E00
BNY APT 08 AL 05	Typical 1-Bed Apartment Layout - 1 Bed Type E	E00
BNY APT 08 AL 06	Typical 1-Bed Apartment Layout - 1 Bed Type F	E00
BNY APT 08 AL 07	Typical 1-Bed Apartment Layout - 1 Bed Type P	E00
BNY APT 08 AL 08	Typical 1-Bed Apartment Layout - 1 Bed Type Q	E00
BNY APT 08 AL 09	Typical 2-Bed Apartment Layout - 2 Bed Type A	E00
BNY APT 08 AL 10	Typical 2-Bed Apartment Layout - 2 Bed Type B	E00
BNY APT 08 AL 11	Typical 2-Bed Apartment Layout - 2 Bed Type C	E00

Phasing plan

3. The development hereby approved shall be constructed in accordance with the agreed Phasing Plan received by the Local Planning Authority on 17/02/2017 and shall be complied with throughout the construction period unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the environment and general amenity of the area and to ensure a satisfactory form of development in accordance with Policy CS21 of the Woking Core Strategy 2012.

Construction Environmental Management Plan (CEMP)

4. The development hereby approved shall be constructed in accordance with the agreed Construction Environmental Management Plan (CEMP) titled "Environmental Best Practice and Mitigation Measures" dated 17/05/2016 by Sir Robert McAlpine received by the Local Planning Authority on 22/11/2016. The approved CEMP shall be adhered to throughout the construction period unless otherwise agreed in writing by the Local Planning Authority. Deliveries of construction materials, plant and machinery and any removal of spoil from the site shall only take place between the hours of 0730 and 1800 Monday Friday and 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays or public holidays. Construction work which is audible outside the site boundary shall only take place between 0730 -1800 hours, Monday to Friday, 0800-1300 hours on Saturday and not at all on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate mitigation of environmental impacts arising during construction and to protect the amenities of surrounding occupiers, road and public spaces users in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Construction Transport Management Plan

5. The development hereby approved shall be constructed in accordance with the agreed Construction Transport Management Plan (CTMP) titled "Construction Transport Management Plan October 2016" by Sir Robert McAlpine and received by the Local Planning Authority on 22/11/2016. The approved CTMP shall be adhered to

throughout the construction period unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

Remediation of any ground contaminated

6. The development hereby permitted shall take place in accordance with the 'Remediation and Discovery Plan for Contaminated Ground' document dated April 2016 and prepared by Doran. For the avoidance of doubt, any additional contamination which is discovered subsequent to the April 2016 Remediation and Discovery Plan will give rise to a requirement for the submission of addendum reports on further investigations to characterise contamination and for agreement of remedial methodologies by the LPA. The development shall be take place in accordance with these requirements.

Reason: In accordance with the National Planning Policy Framework (NPPF), to prevent the development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of contamination.

7. The development hereby approved shall take place in accordance with the Piling and Foundation Risk Assessment dated June 2016 (Doran Consulting), Analysis Report reference 640707-1A dated 23 March 2017 and Drawing reference 1C0103265-001 Tank Pull Sampling Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: There is a potential risk to groundwater within the Bagshot formation from Piling through the made ground into the aquifer. A Piling risk assessment should be completed to show that all measures are being taken to protect controlled waters.

Site Waste Management Plan – Demolition and Construction Phases

8. The development hereby approved, including the demolition and site clearance works, shall take place in accordance with the agreed Site Waste Management Plan (SWMP) reference EMP05 FM01 Rev.2 by the Local Planning Authority on 22/11/2016 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development satisfies the objectives of Surrey Waste Plan Policies CW1 and Surrey Minerals Plan Core Strategy Policies MC4 and MC5 and in the interests of amenity and to ensure the appropriate provision of infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

BREEAM

9. Within 3 months of the occupation of each non-domestic phase of the approved development a final Certificate shall be submitted to the Local Planning Authority certifying that BREEAM rating "Very Good" has been achieved for the development hereby approved (or such equivalent national measure of sustainable building which replaces that scheme) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policies CS21 and CS22 of the Woking Core Strategy 2012

Code for Sustainable Homes

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10. The development hereby approved shall take place in accordance with the Code for Sustainable Homes Pre-Assessment Rev.C dated 16/06/2016 from Hoare Lea received by the Local Planning Authority on 22/11/2016 and within three months of the first occupation of the residential part of the development a Final Code Certificate confirming that it has achieved not less than Code for Sustainable Homes Level 4 shall be submitted to and acknowledged in writing by the Local Planning Authority.

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 Borough Core Strategy Publication Document (July 2012).

CHP-Ready Development

11. The development hereby approved shall take place and be retained in accordance with the 'Note - CHP Ready Development Rev.B' document dated 15/11/2016 and received by the Local Planning Authority on 22/11/2016 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and to comply with Policy CS22 of the Woking Core Strategy 2012.

SUDS

12. The development hereby approved shall be carried out and retained strictly in accordance with the Sustainable Drainage scheme detailed in the following agreed documents:

'Surface Water Drainage Design Strategy' document by Doran Consulting dated 06/10/2017

Drainage Calculations from Vectos Infrastructure Ltd dated 25/07/2017 and received by the LPA on 12/09/2017

Drainage Calculations from Vectos Infrastructure Ltd dated 17/10/2017

Drainage Calculations from Doran Consulting Limited dated 12/01/2018 and received by the LPA on 15/01/2018

Drawings numbered:

132040-DCL-MA-GA-C-20-UG-001-C-1 (Podium Drainage, Drainage Layout Ground Floor North West)

132040-DCL-MA-GA-C-20-UG-002-C-1)Podium Drainage, Drainage Layout Ground Floor - North East)

132040-DCL-MA-GA-C-20-UG-003-C-1 (Podium Drainage, Drainage Layout Ground Floor - South West)

132040-DCL-MA-GA-C-20-UG-004-C-1 (Podium Drainage, Drainage Layout Ground Floor - South East)

132040-DCL-MA-GA-C-20-UG-007-C-1 (Podium Drainage, Drainage Schedule Storm Connections)

132040-DCL-SW-GA-C-20-XX-003-C-10 (Ground Floor Drainage Layout)

132040-DCL-SW-GA-C-20-XX-005-P-6 (Red Car Park Spiral Ramp, Drainage Layout)

132040-DCL-SW-GA-C-20-XX-006-C-6 (Drainage Construction Details Sheet 1)

132040-DCL-SW-GA-C-20-XX-007-C-6 (Drainage Construction Details Sheet 2)

132040-DCL-SW-GA-C-20-XX-009-C-8 (Proposed Storm Manhole Schedule)

132040-DCL-SW-GA-C-2D-XX-003-C-13 received by the LPA on 15/01/2018

Drawing named 'Phase 2 Drainage Proposal Proposed Tank System (Victoria Square Link)' dated 28/03/2017 and received by the LPA on 12/09/2017

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

13. The sustainable drainage scheme referred to in Condition 12 of this decision notice shall be implemented, maintained and managed in accordance with the 'Surface Water Drainage Management and Maintenance Plan' prepared by Doran Consulting dated 06/10/2017 unless otherwise agreed in writing by the Local Planning Authority.

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.

Detailed drawings

14. Detailed drawings including typical sections at scale 1:50 of each of the following building components shall be submitted to and approved in writing by the Local Planning Authority before any above ground level work in connection with that component is carried out; the development shall not be carried out otherwise than with accordance with any such approval given.

- Hotel
- Residential
- Retail podium including covered court
- Car park

Details and typical sections shall include but not be limited to:

- facades
- parapets
- balconies
- heads, cills and jambs of all openings
- entrance lobbies
- junctions with existing buildings
- junctions between proposed buildings
- roof edges
- protective screens to terraces and balconies

Reason: In order that the Local Planning Authority may be satisfied as to the design details in accordance with part 7 of the NPPF and Policy CS21 of the Woking Core Strategy 2012.

Materials specification and samples

15. Notwithstanding the material details outlined on the approved plans, prior to the affixing of the final exterior material finishes of the development hereby permitted, details including samples and a written specification of the materials to be used in the external elevations and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. Samples as agreed shall be presented on site. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority

Reason: In the interests of the visual amenities of the area in accordance with the principles set out in the National Planning Policy Framework and Policy CS21 of the Woking Core Strategy 2012.

Mock ups

16. Full scale mock ups of typical elements as agreed in writing with the Local Planning Authority, of the following facades, shall be presented on site and approved in writing by the Local Planning Authority, prior to the affixing of the final exterior material finishes of the development hereby permitted; the development shall not be carried out otherwise than in accordance with any such approval given.

- Towers 1 & 2 'planer' elevation
- Tower 1 & 2 balcony elevation
- Tower 1 & 2 core
- Hotel tower typical elevation above level 7
- Hotel tower Victoria Way car park elevation
- Car park elevation to Victoria Way
- Commercial Way retail frontage

Reason: In order that the Local Planning Authority may be satisfied as to the design details in accordance with the NPPF and Policy CS21 of the Woking Core Strategy 2012.

Landscaping Scheme - approval of details

17. Prior to the implementation of any soft landscaping in connection with the development hereby permitted, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority, which shall specify species, planting sizes, spaces and numbers of trees/ shrubs and hedges to be planted. All landscaping shall be carried out 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.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

Biodiversity

18. The landscaping scheme to be submitted and approved shall include biodiversity enhancements to be agreed with the Local Planning Authority. The landscaping scheme including the biodiversity enhancements should be designed to ensure it is well-adapted to climate change, whilst also providing for biodiversity.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

Green / brown roof

19. Prior to the commencement of the construction of any roof levels in association with the development hereby permitted, details shall be submitted to the Local Planning Authority of proposed green / brown roofs and the agreed details shall thereafter be implemented in the development and maintained in perpetuity unless otherwise agreed in writing.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

Hard Landscaping- approval of details

20. Prior to the implementation of any hard landscaping in connection with the development hereby permitted, full details and samples of the materials to be used for 'hard' landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, means of enclosure, hard surfacing materials, minor structures, proposed and existing functional services above and below ground and existing features to be retained. The details shall include a phasing plan and the works shall be carried out as approved and completed in accordance with the phasing plan approved. The works shall thereafter be maintained as approved unless otherwise agreed in writing.

Reason: In the interests of amenity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS21 and CS24 of the Woking Core Strategy 2012.

Flues and chimneys

21. Prior to the construction of the energy centre details of the height and position of any associated flues shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved, unless otherwise agreed in writing.

Reason: In the interests of the visual amenity of the building in accordance with Policy CS21 of the Woking Core Strategy 2012.

Drainage strategy

22. Prior to the commencement of any work above ground level for each building component hereby permitted, a Drainage Strategy setting out details of drainage and wastewater infrastructure and related on and off site works together with any phasing thereof is required to be submitted to and agreed with the Local Planning Authority. Development shall proceed only in accordance with the approved strategy.

Reason: To ensure the development makes appropriate provision of drainage infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

Waste Strategy

23. Prior to the first occupation of each building component of the development hereby permitted, a Waste Strategy setting out the waste and recycling management arrangements for that component, including the provision of facilities for the storage of refuse and recycling and for collection / disposal shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be carried out in full prior to the first occupation of that part of the development to which each phase of the strategy relates and maintained thereafter and the refuse and recycling storage facilities shall be retained for use at all times. The Waste Strategy's purpose is to ensure sustainable waste management by minimising waste production, encouraging maximum recycling and providing details of the measures to efficiently manage, collect and dispose / recycle the waste that is produced.

Reason: To ensure the development satisfies the objectives of Surrey Waste Plan Policies CW1 and Surrey Minerals Plan Core Strategy Policies MC4 and MC5 and in the interests of amenity and to ensure the appropriate provision of infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

Sound insulation / proofing

24. Prior to the first occupation of the development hereby permitted, a fully detailed scheme for protecting development (including where appropriate any roof garden or outside amenity area) from noise shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out concurrently with the development of the site and shall then be implemented in full as agreed in writing by the Local Planning Authority before each dwelling is occupied and shall be retained thereafter.

Reason: To protect the occupants of the new development from noise disturbance in accordance with Policy CS21 of the Woking Core Strategy 2012.

25. Prior to the first occupation of the development hereby permitted, a scheme specifying the provisions to be made for protecting neighbouring residential properties from noise emanating from site shall be submitted to and approved in writing by the Local Planning Authority. Such measures as may be agreed in writing shall be fully implemented prior to the occupation of the premises and shall be retained thereafter.

Reason: To protect the occupants of neighbouring residential properties from noise disturbance in accordance with Policy CS21 of the Woking Core Strategy 2012 .

26. Prior to the installation of any fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment to be installed in connection with the development hereby approved details, including acoustic specifications shall be submitted to and approved in writing by the Local Planning Authority. Noise rating of any plant shall not exceed the prevailing background noise level. The development shall be carried out strictly in accordance with the approved details and retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

Control of Emissions

27. Prior to the first occupation of the development hereby permitted, for each building component, a scheme for the installation of equipment to control emissions from the premises shall be submitted to and approved in writing by, the Local Planning Authority. These measures shall be implemented fully in accordance with the approved scheme prior to the occupation of that part of the development (or commencement of the use hereby approved). All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the approved details and retained as such thereafter.

Reason: To protect the environment and amenities of the occupants of the proposed and neighbouring properties and prevent nuisance arising from fumes, smell, smoke, ash, grit or other emissions in accordance with Policy CS21 of the Woking Core Strategy 2012.

External Lighting

28. Prior to the first occupation of the development hereby permitted, details of any external lighting including floodlighting (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) shall be submitted to and approved in writing by the Local Planning Authority. The lighting as approved shall be installed prior to the first use/ occupation of each component of the development hereby approved and maintained in accordance with these standards thereafter.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Access for disabled

29. Prior to the first occupation of the development hereby permitted, for each building component a scheme indicating the provision to be made for disabled people to gain access to all publicly accessible buildings and spaces shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be fully implemented before that part of the development hereby permitted is (a) occupied or (b) brought into use and shall be retained thereafter unless otherwise agreed in writing.

Reason: To ensure the development is accessible to all members of the community regardless of any disability and to comply with Policy CS21 of the Woking Core Strategy 2012.

Transport and highways

30. No new development shall be occupied until parking spaces have been laid out within the site in accordance with the approved phasing documents titled 'Parking spaces required to facilitate Red Car Park Works' and 'Cycle spaces to be displaced during development' received by the Local Planning Authority on 22/11/2016, for cars to be parked and manoeuvred and for loading and unloading of vehicles. These areas shall be used and retained exclusively for the designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

Transport and highways

31. No new development shall be occupied until cycle parking spaces have been laid out within the site in accordance with the approved phasing plan drawing numbered OX4721-12-121 Rev.T01 received by the Local Planning Authority on 22/11/2016. The cycle parking area shall be used and retained exclusively for its designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

Transport and highways

32. No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide:
- (a) Secure cycle parking, changing facilities, safe pedestrian & cycle routes
 - (b) Facilities for public transport ie: bus stops, bus shelters, lay-bys, real-time information
 - (c) Information for residents, staff and visitors regarding public transport, walking and

cycling to the satisfaction of the Local Planning Authority and shall thereafter be permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

Disabled parking

33. Twenty (20x) disabled parking spaces shall be provided as part of the development hereby approved in accordance with approved plans numbered BNY-MA(08)0501 E00, BNY- MA(08)0401 E00, BNY- MA(08)0301 E00, BNY-MA (08)0201 E00, YCP(08)MZ01 E00 and BNY-YCP(08) 0101 E00 received by the Local Planning Authority on 20/12/2016. The parking areas shall be constructed, surfaced and marked out in accordance with the approved plans before any part of the development is occupied and shall be retained solely for such purposes thereafter.

Reason: To provide suitable parking provision for the disabled in accordance with Woking Borough Council's Parking Standards SPD and Policy CS18 of the Woking Core Strategy 2012 and the Council's adopted parking standards.

Travel Plan

34. Prior to first occupation of that part of the development the applicant shall:
- (a) Submit for the written approval of the Local Planning Authority a Travel Plan for that part in accordance with the aims and objectives Surrey County Council Travel Plan Good Practice Guide July 2010, and in general accordance with the submitted Travel Plan, dated February 2014, to promote sustainable transport and the retail offer in the town to develop this aspect of the town centre travel plan to ensure promotion of the town during the construction phase, and to include for the monitoring and auditing of the Travel Plan.
 - (b) The applicant shall implement the approved travel plan and thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

Servicing Management Plan

35. The development shall not be occupied until a Servicing Management Plan setting out provisions to control the management of deliveries to each of the commercial uses and the residential use of the site. The Plan will provide details of hours of delivery and access arrangements. The development shall be implemented in compliance with the approved plan at all times.

Reason: To ensure appropriate servicing arrangements in accordance with the Policies CS18 and CS21 of the Woking Core Strategy 2012.

Car Parking Management Plan

36. The development shall not be occupied until a Car Parking Management Plan setting out provisions for the management and use of the existing/proposed parking have been submitted to and agreed in writing by the Local Planning Authority, this will include provision for the residential, hotel, retail and other uses as well as disabled, electric vehicle and car club parking. These details shall be submitted for approval by the Local Planning Authority or included in a Travel Plan and only the approved details shall be implemented and retained as approved unless otherwise agreed.

Reason: To ensure appropriate and sustainable parking arrangements in accordance with the principles set out in the National Planning Policy Framework and Policies CS18 and CS21 of the Woking Core Strategy 2012.

Car Club

37. Prior to the first occupation of the residential development the location and layout of the parking spaces and charging points (where required) for the use of a Car Club shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The spaces and charging points shall be provided and maintained in accordance with the details so approved unless otherwise agreed in writing.

Reason: In the interests of promoting sustainable modes of transport in accordance with Policy CS18 of the Core Strategy 2012.

Electric vehicle charging points

38. Prior to the first occupation of the residential development the location and details of the charging points for the use of occupiers shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The charging points shall be provided and maintained in accordance with the details so approved unless otherwise agreed in writing. It is recommended that the electric vehicle charging points be in accordance with the Surrey County Council Vehicular and Cycle Parking Guidance Jan 2012.

Reason: In the interests of promoting sustainable modes of transport in accordance with Policy CS18 of the Core Strategy 2012.

Signage Strategy

39. The development shall not be occupied until a Signage Strategy setting out provisions for way finding signs, shop front signs and building signs, to include locations for all principal signs and design guidelines, has been submitted to and approved by the Local Planning Authority, and thereafter adhered to in the development.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Permeability and 24 hour access

40. The development shall not be occupied until arrangements to ensure maximum permeability through the development and to connect to the existing Town Centre streets and civic spaces has been submitted to and approved by the Local Planning Authority and thereafter adhered to in the development. The details shall include access routes and any restrictions in terms of time of use, closures etc. including information on the public conveniences to be provided within the scheme.

Reason: To maintain permeability in the Town Centre in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

Victoria Square

41. The residential development hereby approved shall not be occupied prior to the practical completion of Victoria Square public realm.

Reason: In the interests of amenity and to meet the objectives for Woking Town centre in accordance with Policies CS2 and CS21 of the Woking Core Strategy 2012.

Landscape Management Plan

42. Prior to the occupation of the development hereby permitted, a Landscape Management Plan, including a phased programme of works, long term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The strategy should encompass all areas of open space and green infrastructure on the site and an on-going management plan for common spaces. The proposals shall be carried out and maintained as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of biodiversity, amenity and the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

Rooftop plant

43. The plant room sited on the second floor shall be designed to be fully enclosed and screened, to minimise the visual impact of plant machinery on the residential properties above.

Reason: In the interests of privacy and amenity and in accordance with Policy CS21 of the Woking Core Strategy 2012.

TV / Communication Signal Mitigation Strategy

44. The residential and hotel elements of the development shall not be occupied until a TV / Communications Signal Mitigation Strategy setting out provisions for undertaking a post development survey to establish any interference caused by the development on TV or other communications signals and to set out provisions for mitigation. The mitigation provisions as approved shall be carried out prior to the occupation of the residential development hereby permitted and maintained as such unless otherwise agreed in writing.

Reason: To ensure appropriate mitigation of any adverse impact on TV reception and communications signals to surrounding occupiers.

Air Quality monitoring

45. Following the first beneficial occupation of the new development, the air quality in its immediate vicinity shall be monitored for a period of 6 months with the full details of the monitoring to be submitted to and agreed by the Local Planning Authority. Any mitigation works as may be identified as necessary as a result of the monitoring shall be provided within a timescale to be agreed with the Local Planning Authority.

Reason: To ensure acceptable air quality.

Noise

46. No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed on the site without the prior written consent of the Local Planning Authority.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012 .

47. The dwellings hereby permitted shall be designed to ensure that the following noise levels are not exceeded due to environmental noise:
Living rooms 35dB LAeq, T night

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Bedrooms 30dB LAeq, T night
Night time 8 hours between 23.00 to 07.00
Daytime 16 hours between 07.00 to 23.00

Reason: To ensure that occupiers and users of the development do not suffer loss of amenity due to excess noise from environmental and transportation sources in accordance with in accordance with Policy CS21 of the Woking Core Strategy 2012.

Community space and communal terraces

48. The community accommodation in Towers 1 and 2 and the west and east roof gardens at second floor level including children's play area shall be maintained for communal residential use (other than that shown on drawing BNY-MAY (20) 2002 C 04) and for no other purpose and shall not be assigned to any of the flats on an individual basis.

Reason: To ensure that the requirements for some outdoor amenity space are met in accordance with Policy CS21 of the Woking Core Strategy 2012.

49. Prior to the first occupation of the development hereby approved, a Verification Report, appended with substantiating evidence, demonstrating that the agreed construction details and specifications for the sustainable drainage scheme have been implemented, shall be submitted to and approved in writing by the Local Planning Authority. This report will include photos of excavations and soil profiles/horizons, any installation of any surface water structure and control mechanism.

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

50. Prior to the first occupation of the residential element of the development hereby permitted, details of the provision of the proposed 84x additional parking spaces within the site and the provision of secure cycle parking spaces for the 37x additional residential units, shall be submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided and made available in accordance with the agreed details prior to the first occupation of the residential element of the development hereby permitted and thereafter shall be permanently retained and maintained for their designated purposes unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor should it inconvenience other highway users.

INFORMATIVES

1. In assessing this application, Officers have worked in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. In this instance the applicant was provided with pre-application advice and ongoing discussion through the course of the application.
2. Please note that this decision must be read in conjunction with the associated Section 106 Agreement.

Aviation

3. Aviation safeguarding: There is a potential need for aviation obstruction lighting. If the structure constitutes an 'aerodrome obstruction' it is the aerodrome operator that will

review the lighting requirement. For civil aerodromes, they will, in general terms, follow the requirements of CAP 168 - Licensing of Aerodromes. This document can be downloaded from the Civil Aviation CAA website at www.caa.co.uk/docs/33/CAP168.PDF - Chapter 4 (12.8). It would appear that the 3 towers are likely to be the tallest structures in the immediate vicinity and therefore, even in the event that there proves to be no mandated aerodrome-requirement for lighting, the 'by virtue of their location and nature' argument would make lighting at the top of each structure a sensible consideration. Cranes will need aviation warning lighting as set out in the CAA guidance material.

4. Aviation Notification. In the UK all structures of a height of 300ft (91.4m) or more are published for civil aviation purposes. It follows that at least the tallest tower would need to be appropriately highlighted to the aviation community. To that end, when the construction timeframes are known the developer will need to pass related details (precise location, maximum height and associated timescales) to the Defence Geographic Agency (DGA) which maintains the UK's master database of tall structure (the Digital Vertical Obstruction File) via 0208 818 2702 / icgdge-aero@mod.uk. Additionally, short term aviation notification of any temporary aspect of the development (eg the use of cranes at a height of 300ft or more) can be achieved through the publication of a **Notice to Airmen** (NOTAM). To arrange an associated NOTAM, the developer should contact the CAA's Airspace Utilisation Section (ausops@caa.co.uk / 0207 453 6599); they will need an accurate location, an accurate maximum height (including any craneage that might extend above the height of the building itself), a completion date and (if cranes do extend above the height of the building) an estimate on when the cranes will be removed.

Emergency Services Helicopter Activity. Due to the unique nature of associated operations in respect of operating altitudes and potentially unusual landing sites, it would be sensible to establish the related viewpoint of local emergency services air support units.

Other Aviation Stakeholders. The Ministry of Defence and NATS should be notified.

Drainage

5. Drainage from hardstanding areas that have the potential to be contaminated by fuels, chemicals or other polluting material must be connected to the foul sewer. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to ground or surface waters.
6. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
7. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not

permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Highways

8. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from Transportation Development Planning at Surrey County Council.
9. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
10. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
11. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.
12. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
13. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a highways licence or 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. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
14. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense. (Note: It is preferable where possible to arrange for the adjacent highway to be included in the area edged red on the application when Circular 11/95 provides that conditions may be suitable to control this).
15. 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).

16. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
17. 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.
18. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

Code for Sustainable Homes

20. The evidence required to address the Code for Sustainable Homes condition should be in the form of a Design Stage Certificate in accordance with the Code. The Council recommends that this information be submitted online via C-Plan (available at www.sustainabilityplanner.co.uk). Use of C-Plan is free of charge and ensures this information is submitted in an appropriate format.

Waste and pollution

21. If any waste is to be used on or removed off site, the applicant may be required to obtain the appropriate waste exemption or permit from the Environment Agency (EA). The applicant is advised to contact the EA or refer to guidance on their website for more information. www.environment-agency.gov.uk/subjects/waste
22. All new food premises are required by the Food Safety Act 1990 to register with the Local Authority, at least 28 days before the food business opens. Please contact the Environmental Health Service on 01483 743664, for the appropriate registration form.
23. Notwithstanding Condition 4, the applicant's attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 and the associated British Standard Code of Practice BS 5228 : 1984 "Noise Control on Construction and Open Sites" with respect to the statutory provision relating to the control of noise on construction and demolition sites.

Protected Species

24. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any

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assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

SECTION B

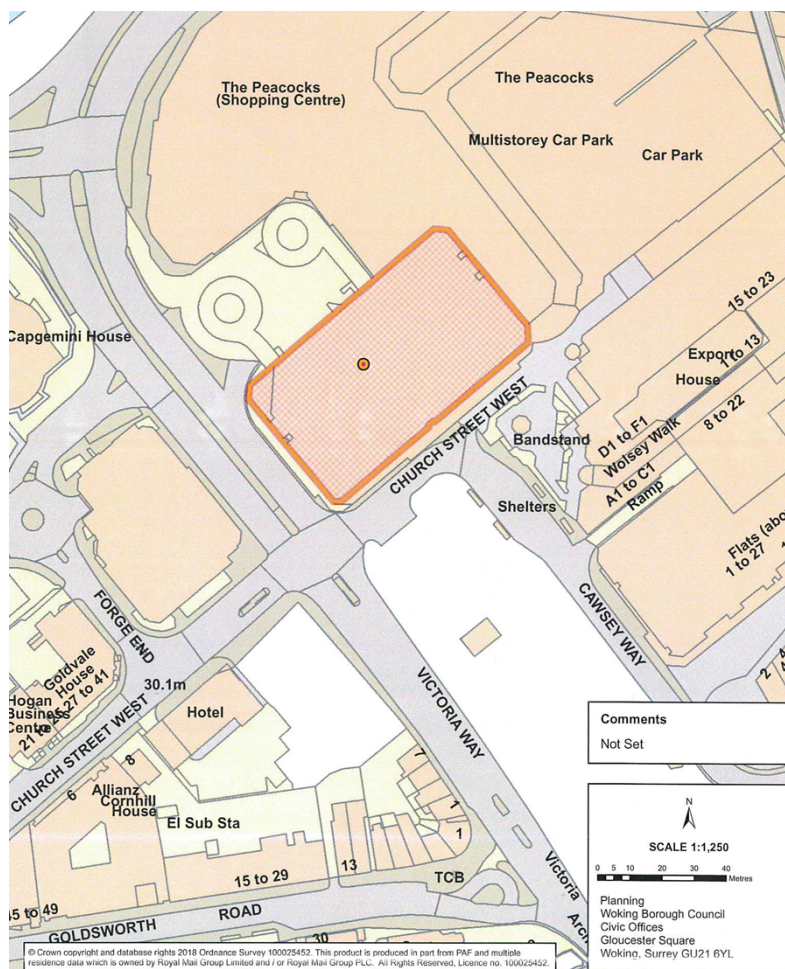
**APPLICATIONS WHICH WILL BE
THE SUBJECT OF A PRESENTATION
BY OFFICERS**

(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)

Shoppers Car Park Red, Victoria Way, Woking

PLAN/2018/0854

Prior Approval for the demolition of the Red Car Park and ground floor uses.



PLAN/2018/0854



Shoppers Car Park, Victoria Way

CR Ward Bdy

Entertainments Centre

Multistorey Car Park

Ramps

The Peacocks
(Shopping Centre)

The Peacocks

Multistorey Car Park

Car Park

Capgemini House

Export House
15 to 23
16 to 13
8 to 22

Bandstand

Shelters

D1 to F1
Wolsey Walk
A1 to C1
Ramp

Flats (above
1 to 27 1 to 1

CHURCH STREET WEST

CAWSEY WAY

VICTORIA WAY

FORGE END

Goldvale House
Hogan Business Centre
21 to 25 27 to 41

Hotel

Allianz
Cornhill House

El Sub Sta

15 to 29

13

TCB

45 to 49

GOLDSWORTH ROAD

Page 93

Comments

Not Set



SCALE 1:1,250

0 5 10 20 30 40 Metres

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

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5d	18/0854	Reg'd:	12.05.16	Expires:	07.09.18	Ward:	C
Nei. Con. Exp:	N/A	BVPI Target	27 – Notifications	Number of Weeks on Cttee' Day:	4/4	On Target?	Yes

LOCATION: Red Car Park, Victoria Way, Woking

PROPOSAL: Prior Approval for the demolition of the Red Car Park and ground floor uses

TYPE: Prior Approval – Demolition

APPLICANT: Victoria Square Woking Ltd

OFFICER: David Raper

REASON FOR REFERRAL TO COMMITTEE:

This application has been referred to Planning Committee by the Development Manager due to the scale and significance of the proposal and the nearby Victoria Square scheme.

SUMMARY OF PROPOSED DEVELOPMENT

The application seeks Prior Approval for the demolition of the car park and ground floor uses under the provisions of, Class B (demolition of buildings) Part 11, Article 3, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

The application was received on 10th August and the Local Planning Authority has 28 days in which to make a decision as to whether the prior approval of the authority will be required as to the method of demolition and any proposed restoration of the site. If the Local Planning Authority fails to make a determination within the 28 day period then the applicant will be entitled to proceed with the demolition.

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Primary Shopping Area
- Primary Shopping Frontage
- Airport Safety Zone - Fair Oaks
- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

Prior Approval Not Required.

SITE DESCRIPTION

The proposal relates to the demolition of the Red Car Park including the ground floor which features a large, vacant retail unit (formerly Toys 'R' Us). The car park is located within Woking Town Centre and is bordered by the Peacocks Shopping Centre to the north and east, by Victoria Way to the west and Church Street West to the south. The building dates

from the 1970s and is seven storeys including the ground floor level and six levels of parking above; the parking levels are in a staggered split-level arrangement. The car park includes two lift cores; the one on the eastern elevation was added later (circa 1995) to the building. The car park is constructed of reinforced concrete with open parking decks defined by horizontal bands of concrete panels; the horizontal spaces between the floors have been infilled with metal bars.

PLANNING HISTORY

- PLAN/2018/0445 - Erection of a three deck extension to existing multi-storey Red Car Park (324x net additional spaces) and erection of a single deck extension to existing multi-storey Yellow Car Park (121x net additional spaces), associated extension of lift and stair cores and bridge links and erection of spiral ramp and external cladding to Red Car Park – Not yet determined
- PLAN/2016/0955 - Demolition and reconfiguration of entrance to Bandstand Mall, extension and subdivision of 6x existing retail units to provide 8x retail (A1 Use) units (2x net additional units), formation of 2x kiosk units, erection of 1x additional market stall, erection of glazed canopy roof and cladding of Red and Yellow Car Park plus associated plant, landscaping and external works – Permitted 25/10/2016
- 74/68 – Erection of department store and associated offices and six storey car park – Permitted 28/07/1976

Victoria Square permissions:

- PLAN/2018/0844 - Section 73 application to vary Condition 1 (approved plans) of permission ref: PLAN/2014/0014 (Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre) to allow:

The provision of 37x additional residential units and associated alterations to housing mix, alterations to car parking provision and extension to Red Car Park, provision of additional stairwells to Towers 1 and 2 and alterations to external finishes, various internal and external alterations and alterations to the level of commercial floor space – Not yet determined (appears elsewhere on this agenda)

- PLAN/2017/0006 - Section 73 application to vary the approved plans of permission ref: PLAN/2014/0014 to allow the erection of new shops (10,355 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (473 sq.m. in Use Classes D1, D2, B1 or A2), 196 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, 390 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red

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Car Park together with a new Green Car Park to provide 238 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new junction at Goldsworth Road/Victoria Way and High Street to be one way with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit to be re-provided) – Permitted 26/01/2018

- PLAN/2014/0014 - Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (95.5 metres) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys (112 metres) and Tower 2, 30 storeys (100 metres). Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit - to be re-provided) – Permitted 26/03/2015

CONSULTATIONS

Consultations are not required to be undertaken for these types of applications.

REPRESENTATIONS

Neighbour consultation is not required to be undertaken for these types of applications. Nonetheless, 1x representation has been received raising the following points:

- Demolition is being proposed before detailed plans for the replacement car park are communicated to those who use the car park, particularly season ticket holders
- Disruption to parking would affect people's ability to work in Woking
- Alternative parking arrangements should be communicated to users of the car park

Officer note: whilst the above comments are noted, the issues considered under a Prior Approval application are very limited in scope (as discussed below) and the above issues are not considered material planning considerations in the determination of this application. Any replacement car park would require Full Planning Permission and any such application would be considered on its own merits, along with any interim parking arrangements.

PLANNING ISSUES

1. In accordance with the provisions of Class B (demolition of buildings), Part 11, Article 3, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), the Local Planning Authority has 28 days to determine as to whether prior approval will be required for (1) the method of demolition and (2) any proposed restoration of the site. These are the only two matters which can be considered under Class B. No consideration can be given to the principle of demolition under this process or any other impacts such as the impact on parking provision for example. The applicant is only required to submit a written description of the proposed demolition works and a statement that a notice has been

displayed at the site. There is no requirement for the Local Planning Authority to carry out any public consultation.

2. The applicant has submitted a statement confirming that a site notice has been displayed and has submitted a Structural Report and Demolition Specification detailing the existing structure, how it would be demolished and how the site would be restored.
3. The proposal relates to the demolition of the Red Car Park including the ground floor which features a large, vacant retail unit (formerly Toys 'R' Us). The car park dates from the 1970s and is seven storeys including the ground floor level and the six levels of parking above. The car park includes two lift cores; the one on the eastern elevation was added later to the building; the car park pre-dates surrounding development and is accessed independently from the other 'Shoppers' car parks (Yellow and Blue). The car park is constructed of reinforced concrete with open parking decks defined by horizontal bands of concrete panes. The horizontal spaces between the floors have been infilled with metal bars.
4. The applicant indicates that they anticipate using long reach excavators with crushing attachments to demolish the building one floor at a time from the top down. The submitted information indicates that the demolition would take place in accordance with BS 6187:2011 with appropriately experienced/qualified operatives. Precautions would be put in place to control dust by spraying wetting agents during demolition. Precautions would also be put in place for both known and unknown elements of asbestos in the building. The applicant has confirmed that they aim to recycle a majority of the demolition waste arising from the demolition and concrete would be crushed and re-used on-site where possible. Precautions would be put in place to protect the existing electricity substation in the north-west corner of the site (which would be retained) and underground services; precautions would also be put in place to protect the pedestrian route along Bandstand Mall.
5. In terms of the proposed restoration of the site, hoarding would be erected around the site and the site would be cleared and levelled with a layer of rubble. Any replacement building would require separate planning permission which falls outside the scope of this Prior Approval application. Any separate planning application and proposed interim parking arrangements would be considered on their own merits.
6. Overall the submitted details relating to the method of demolition and the restoration of the site are considered acceptable and the submission of further details is not required. Prior Approval is not therefore considered to be required.

CONCLUSION

7. No objections are raised and the prior approval of further details is not required in this instance.

RECOMMENDATION

Prior Approval Not Required.

Informatives

1. The documents and plans considered as part of this application are listed below:

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Demolition Specification from Doran Consulting dated July 2018 received by the LPA on 10/08/2018

Structural Report from Doran Consulting dated July 2018 received by the LPA on 10/08/2018

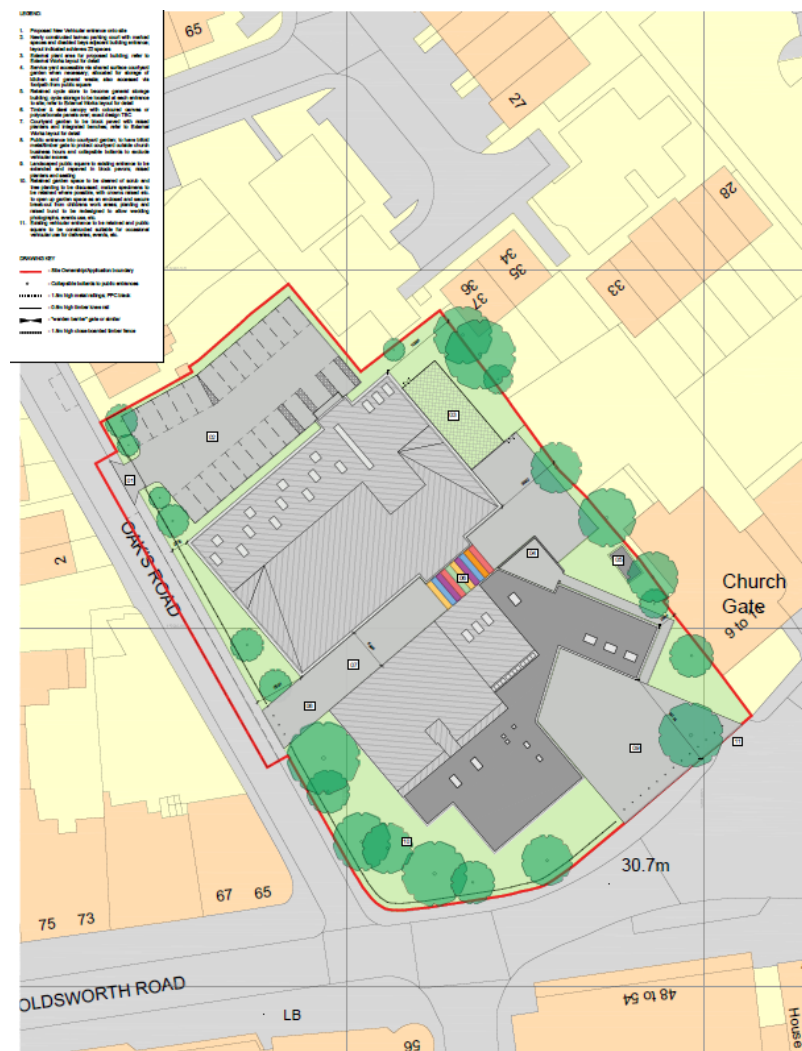
Drawings received by the LPA on 10/08/2018 numbered:

- 172060R-DCL-CP-GA-S-05-00-001-P-1: Ground Floor Plan Demolition Extents;
 - 172060R-DCL-CP-GA-S-05-00-002-P-1: Upper Ground Floor/Mezzanine Demolition Extents;
 - 172060R-DCL-CP-GA-S-05-01-001-P-1: Level 1 & Level 2 Demolition Extents;
 - 172060R-DCL-CP-GA-S-05-03-001-P-1: Level 3 & Level 4 Demolition Extents;
 - 172060R-DCL-CP-GA-S-05-05-001-P-1: Level 5 & Level 6 Demolition Extents;
 - 172060R-DCL-CP-GA-S-05-07-001-P-1: Level 7 & Level 8 Demolition Extents;
 - 172060R-DCL-CP-GA-S-05-09-001-P-1: Level 9 & Level 10 Demolition Extents;
 - 172060R-DCL-CP-GA-S-05-MZ-001-P-1: Level 0 & Mezzanine Level Demolition Extents; 172060R-DCL-CP-GA-S-05-ZZ-010-P-1: Bandstand Mall Escape Corridor Details;
 - 172060R-DCL-CP-GA-S-05-ZZ-011-P-1: Bandstand Mall Escape Corridor Plan;
 - 172060R-DCL-CP-GA-S-05-ZZ-012-P-1: Bandstand Mall Escape Corridor Sections;
 - 172060R-DCL-CP-GA-S-05-ZZ-013-P-1: Silver Escape Corridor Demolition;
 - 172060R-DCL-CP-GA-S-05-ZZ-014-P-1: Escape Stair Grid;
 - Drawing named 'Demolition Traffic Inbound'
 - Drawing named 'Demolition Traffic Outbound'
2. 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.
3. 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).
4. The applicant is reminded of separate requirements under The Control of Asbestos Regulations 2012.

The Coign Baptist Church, Nos. 1-5 Church Street West and Nos. 5-19 Oaks Road, Woking

PLAN/2018/0410

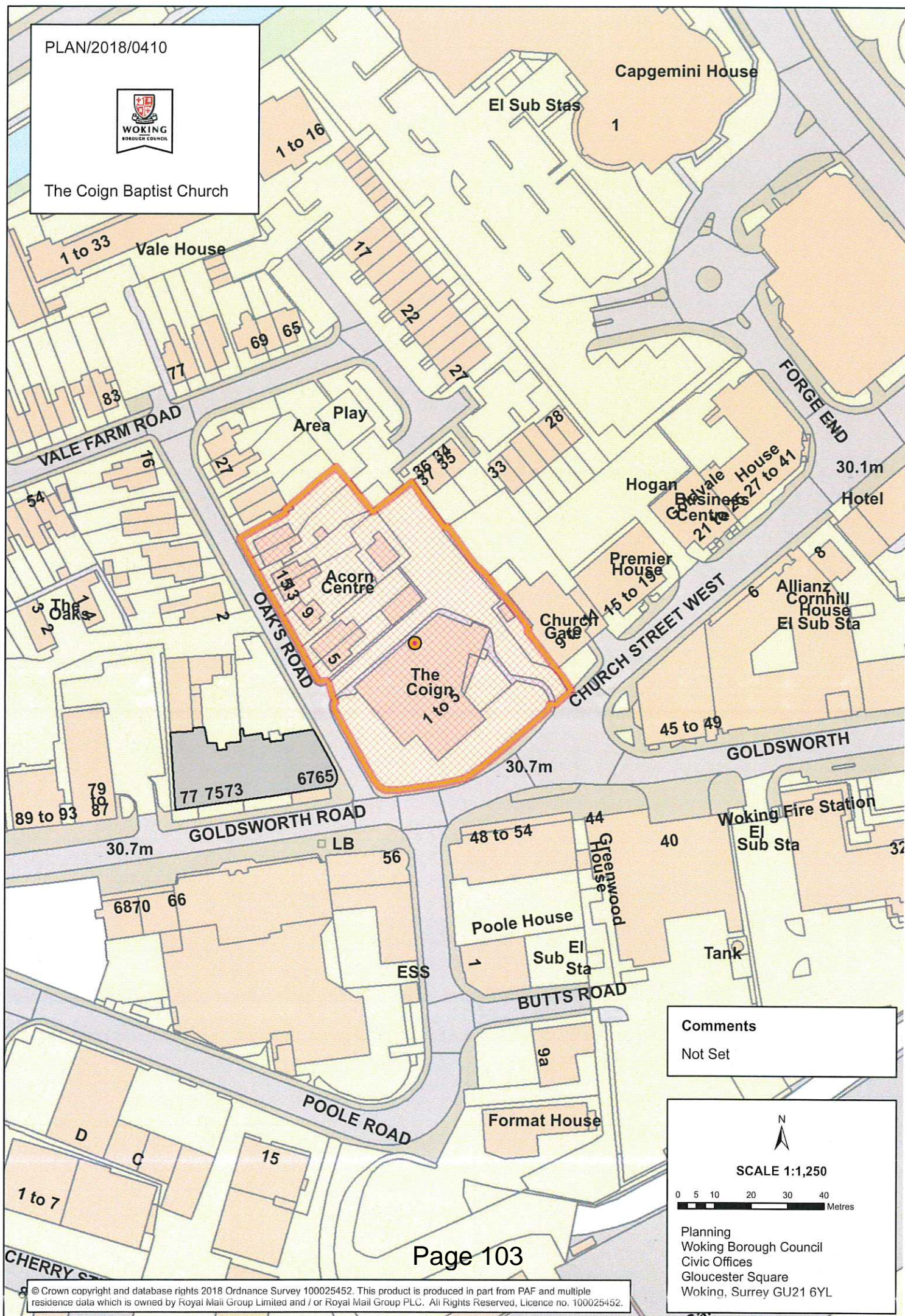
Erection of new church auditorium (Class D1) following demolition of Nos. 5-19 Oaks Road (odds) inclusive, extension of existing church auditorium and alterations to fenestration and external materials, reconfiguration of car parking (including new vehicular access from Oaks Road) and soft and hard landscaping (including fencing).



PLAN/2018/0410



The Coign Baptist Church



Comments

Not Set



SCALE 1:1,250

0 5 10 20 30 40 Metres

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

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5e	18/0410	Reg'd:	20.04.18	Expires:	11.09.18	Ward: C
Nei.	17.05.18	BVPI	12 (Major)	Number	20/21	On
Con.		Target		of Weeks		Target?
Exp:				on Cttee'		Yes
				Day:		

LOCATION: The Coign Baptist Church, Nos.1-5 Church Street West and Nos.5-19 Oaks Road (odds) inclusive, Woking, Surrey, GU21 6DJ

PROPOSAL: Erection of new church auditorium (Class D1) following demolition of Nos. 5-19 Oaks Road (odds) inclusive, extension of existing church auditorium and alterations to fenestration and external materials, reconfiguration of car parking (including new vehicular access from Oaks Road) and soft and hard landscaping (including fencing).

TYPE: Full Application

APPLICANT: The Coign Church Trust

OFFICER: Benjamin Bailey

REASON FOR REFERRAL TO COMMITTEE

The proposal is for 'Major' development and falls outside of the Management Arrangements and Scheme of Delegations.

SUMMARY OF PROPOSED DEVELOPMENT

Erection of new church auditorium (Class D1) following demolition of Nos. 5-19 Oaks Road (odds) inclusive, extension of existing church auditorium and alterations to fenestration and external materials, reconfiguration of car parking (including new vehicular access from Oaks Road) and soft and hard landscaping (including fencing).

Site Area:	0.437 ha (4,370 sq.m)
Existing Class D1 GIA:	775 sq.m (Church building only)
Proposed Class D1 GIA:	1800 sq.m
Existing dwellings:	4 (8 including those subject to temporary D1 use permissions)
Proposed dwellings:	0
Existing parking spaces:	20
Proposed parking spaces:	22

(Officer Note: Since submission and validation of the planning application in April 2018 the former Coign Church has subsequently renamed as Welcome Church. This rename is noted however the church will be referred to within this report as the Coign Church as this is the name set out within the submitted application form and on the application plans and documents. For the avoidance of any doubt the former Coign Church is now named the Welcome Church).

PLANNING STATUS

- Urban Area
- Woking Town Centre (Partial – southern section of site)
- High Density Residential Area (Partial – northern section of site)

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- Proximity to Locally Listed Building (Nos.65-77 Goldsworth Road – Building of Townscape Merit)
- Surface Water Flood Risk (Partial - 1 in 100 year / 1 in 1000 year)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

RECOMMENDATION

Grant planning permission subject to recommended conditions.

SITE DESCRIPTION

The application site comprises 0.43 ha in area and is located at the junction of Oaks Road to the west and Goldsworth Road to the south at its junction with Church Street West. Residential dwellings lie to the north of the site – three pairs of semi-detached houses and one two-storey detached house and their gardens, numbered Nos.5 - 19 Oaks Road. On the southern side of the application site lies Coign Church, a grass forecourt and semi-mature planting. The application site also includes a single storey lock-up garage.

The Coign Church is a single-storey building, erected in the late 1970s and subject to some limited later extension. It demonstrates a large mono-pitched roof arrangement supported on laminated timber trusses which rise above the brickwork envelope. A car park area lies immediately behind the church, to the north-east of the site. Soft landscaping (large trees, shrub and grassland) lie on the southern periphery of the site. The dwellings to the north of the site appear to date from the Victorian, Inter-War and Post-War periods, with mature gardens and trees behind. The setting on Oaks Road is domestic and low-rise in scale. The buildings are built in a mixture of buff stock brick and/or rendered.

The entirety of the application site falls within the Urban Area. The southern half of the application site falls within the Woking Town Centre boundary and the northern half within a High Density Residential Area. The application site is within close proximity to a Locally Listed Building at Nos.65-77 Goldsworth Road.

A number of semi-mature trees are located on the south-western corner of the site and a small proportion of hedges and grassed areas are located within the centre of the site and along the periphery of the southern boundary. Remaining ground surfaces are generally paved with tarmac or concrete. Ground levels generally fall across the site from south to north along Oaks Road by around 1.5m.

RELEVANT PLANNING HISTORY

PLAN/2018/0411 - Advertisement Consent for x4 unilluminated fascia signs to existing church auditorium and x3 unilluminated fascia signs to new church auditorium (please refer to PLAN/2018/0410 for planning application for new church auditorium).
Pending Consideration

PLAN/2014/0941 - Demolition of existing church building and associated community and residential properties and erection of a new class D1 community building of 2,948 metres square and 85 private residential dwellings; car parking; landscaping and public realm works. (Amended Description)

Resolved to grant subject to conditions and S106 Legal agreement (10.03.2015)
'Finally Disposed Of' by LPA following no progress on S106 Legal agreement (24.06.2016)

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84/0780 - Extension to kitchen, extension to form office accommodation, erection of cycle and refuse store and re-alignment of access road.
Permitted subject to conditions (01.08.1984)

80/0626 - The execution of site works and the erection of two single storey additions to existing church.
Permitted subject to conditions (01.07.1980)

76/1219 - The demolition of any existing buildings, the execution of site works, and the erection of a church and church hall.
Permitted subject to conditions (14.12.1976)

76/0936 - Demolition of existing buildings and the erection of a church and a walled garden, and the provision of 15 parking spaces and access on to Church Street.
Permitted subject to conditions (15.09.1976)

Nos.9, 11, 13, 15 Oaks Road (inclusive):

PLAN/2012/0043 - Temporary change of use from dwellings to community use (Renewal of PLAN/2005/1151 and 1152).
Permitted subject to conditions (12.04.2012)

Nos.9, 13 & 15 Oaks Road (inclusive):

PLAN/2005/1151 - Change of use from residential to community use (church) for a period of 5 years.
Permitted subject to conditions (02.02.2006)

PLAN/2003/0787 - Renewal of planning consent 2001/0734 for the continued use of the site for community services.
Permitted subject to conditions (24.07.2003)

PLAN/2001/0734 - Renewal of planning consent 00/0725 for continued community use at 9, 13 and 15 Oaks Road, Woking.
Permitted subject to conditions (16.08.2001)

PLAN/2000/0725 - Renewal of planning consent 98/0468 for continued community use at 9, 13 and 15 Oaks Road.
Permitted subject to conditions (28.09.2000)

PLAN/1998/0468 - Renewal of temporary planning permission 96/0310 for the continued community use of these properties for a further two years.
Permitted subject to conditions (01.09.1998)

PLAN/1996/0310 - Renewal of planning permission 94/0222 for the change of use of properties from residential to community use together with provision of external stair cases.
Permitted subject to conditions (11.06.1996)

Nos.9, 13, 15 & 17 Oaks Road (inclusive):

PLAN/1994/0222 - Change of use of properties from residential to community use together with provision of external stair cases.
Permitted subject to conditions (14.06.1994)

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No.11 Oaks Road:

PLAN/2005/1152 - Change of use from residential to community use (church) for a period of 5 years.

Permitted subject to conditions (02.02.2006)

PLAN/2003/0785 - Renewal of planning consent 2002/0886 for the retention of car park and the continued use of residential properties for community use.

Permitted subject to conditions (24.07.2003)

PLAN/2002/0886 - Renewal of temporary planning permission 2001/0722 for the retention of a car park and the continued use of a former residential property (Class C3) for community use at 11 Oaks Road (for use by The Coign Baptist Church) (Amended description & Location).

Permitted subject to conditions (19.09.2002)

PLAN/2001/0722 - Renewal of temporary planning consent 98/0903 for the retention of car park and the continued use of a former residential property (Class C3) for community use at 11 Oaks Road.

Permitted subject to conditions (26.07.2001)

PLAN/2000/0726 - Renewal of temporary planning consent 98/0903 for the retention of car park and the continued use of a former residential property (Class C3) for community use at 11 Oaks Road.

Permitted subject to conditions (28.09.2000)

PLAN/1998/0903 - Retention of car park and the continued use of the former residential property (Class C3) to community use by the Coign Church (Class D1).

Permitted subject to conditions (20.10.1998)

CONSULTATIONS

County Highway Authority (CHA) (SCC) (Second): The proposed development has been considered by the County Highway Authority, who having assessed the application on safety, capacity and policy grounds, recommends conditions 10, 11, 12, 13, 14, 15, 16 and 17 be attached to any planning permission granted.

Environmental Health: The noise impact assessment prepared by Cole Jarman identifies main noise aspects as: breakout during worship activity, plant noise and associated relocation of car park. Having considered its content this service can accept their conclusions that the potential impact to those receptors in the vicinity will be minor. If planning permission is granted Environmental Health would wish to see conditions 19, 20 and 21. Not proposing hours of use for opening/services, but would recommend no delivery/collections until post 0600 hours, which is in keeping with the start time for WBC waste contractors. Also recommends conditions 22, 23 and 24.

Arboricultural Officer: The proposed looks to retain a lot of the trees with high public amenity value; this is a positive development as they make a significant contribution to the character of the area. In principle the arboricultural information is considered acceptable, however a detailed arboricultural method statement would be required for the site with significant details in regard to the works within RPAs of retained trees. This can be conditioned along with details of service and drainage runs and a detailed landscape plan (conditions 31, 32 and 06 refer).

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Surrey Wildlife Trust (Second): The submitted Bat Survey Report appears appropriate in scope and methodology and has not identified active bat roosts within the buildings scheduled for demolition. We therefore advise that bats do not appear to present a constraint to the proposed development. However bats are highly mobile and move roost sites frequently; a precautionary approach to works should therefore be implemented. Comments regarding biodiversity enhancements.

Drainage & Flood Risk Team (Second): Following a review of the submitted information, recommend approval on drainage and flood risk grounds providing recommended conditions 34, 35, 36 and 37 are attached to ensure the application complies with NPPF (2018) and Policy CS9 of the Woking Core Strategy (2012).

Contaminated Land Officer: Have identified the potential for ground contamination on, or within close proximity to, the application site. A former garage site was located adjacent to the application site. Given the nature of the development proposed and information held on file to date would recommend the remediation strategy condition (condition 38 refers) and accompanying informative.

Lead Local Flood Authority (LLFA) (SCC): "Subject to your Drainage and Flood Risk Engineer being satisfied with the proposal we would have no further comments to make".

Archaeological Officer (SCC) (Second): No archaeological concerns.

Thames Water Development Planning (Second): No comments to make.

WBC Planning Policy: Policies CS2 and CS19 aim to deliver accessible and sustainable community infrastructure to support growth in Woking Town Centre, and would support the principle of redevelopment at this site. Full regard is made to the benefits that the proposed scheme would bring by providing the improvement of social and community infrastructure in the form of a new 'community hub', which is considered critical in the Core Strategy due to its direct bearing on the wellbeing of the community. The proposed enhancement of the church and community facilities would be a significant material benefit which weighs heavily in favour of this redevelopment proposal. However, a key objective of the Core Strategy is to provide housing – particularly family housing - at densities which maximise the efficient use of urban land. Policy DM11 seeks to retain existing housing stock because of the contribution it makes towards meeting the housing needs of the area, and thus delivering this objective. In order to establish compliance with Policy DM11, Development Management must be satisfied that the loss of housing is justified given the benefits described in delivering other Core Strategy objectives – particularly in ensuring the provision of community infrastructure keeps pace with the growth of the Borough.

Thameswey Energy: Comments to be reported at Planning Committee.

REPRESENTATIONS

x201 local properties were sent neighbour notification letters of the application, in addition to the application being advertised on the Council's website and by statutory press and site notices. The application has been advertised as Major Development (due to the scale) and as a Departure from the Development Plan (due to the loss of housing proposed).

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x1 letter of objection has been received. A summary of the comments made is given below:

- Impact upon already heavily congested parking within Oaks Road, which is a small road and already used by people to leave Vale Farm Road, and for parking when getting to town.
- The plans will add more congestion to the area, and potentially a more dangerous road as more vehicles will be using it.
- Concerns with regard to scale and appearance of auditorium and car park in comparison to other properties on Oaks Road, which are mostly semi-detached houses and maisonettes with limited parking for residents and paying parkers who want to go to town.
- The large car park will not provide any positive contribution to the characteristic of the road as it will look out of place in such a residential road.
- The plans for the church do not provide any positive contribution to the road as it is a modern style building, which is very out of character to the rest of the properties.
- How does removing properties provide a positive contribution to affordable housing in the area? At a time where houses are needed most in the area, can't see any sense in demolishing perfectly good homes.
- Feel that this addition will significantly reduce the value of my property (and surrounding properties) as no one wants to live so close to such a large building and car park which will be heavily occupied.
(Officer Note: Potential impact upon property values does not constitute a material planning consideration)
- During the building phase there will be a lot of disruption and inconvenience to everyone local.
(Officer Note: Potential temporary disruption is not a reason to refuse planning permission. Recommended condition 15 secures compliance with a submitted Construction Transport Management Plan (CTMP)).

x2 further letters have been received which neither clearly object nor support the application but make the following main comments:

- The surface of Oaks Road is already in need of repair and further traffic, especially heavy construction traffic, is bound to make this worse and more dangerous. Are there plans to resurface the road after the building work has been completed to repair the damage?
- Concerned about the scale of the development versus the size of the car park suggested and therefore the impact this is going to have on an already busy street which residents currently struggle to park on. Will there be assurance and regulation to ensure the road is not flooded by cars from the car park overflow? x22 spaces does not seem nearly enough.
- I have just completed work on my house, including painting the outside which is likely to be affected by the amount of dust raised during the building process. Will we be compensated for the noise/dust/inconvenience of the development?
- There doesn't seem to be any benefit to the surrounding residents mentioned in any of the plans or compensation for any of the obvious inconvenience this will cause on a day to day basis throughout the entire build
- This development should cause no loss of existing resident parking bays, and any bays which will need to be moved should be replaced nearby
- Because the plans show very limited actual parking spaces for church visitors (20 – 25) these visitors should continue to make use of the current Town Centre parking concessions, and should be strongly discouraged from parking in surrounding roads, including during unrestricted periods. There is currently

insufficient parking for existing residents as more permits are issued by the Council than spaces. A policy of full time restrictions should be applied if church members fail to use the Town Centre concessions.

- Main access to the church from Goldsworth Road should be considered as part of the traffic assessment, both during and after the building work is complete.
- The development should have sufficient SuDS provision so that there is no detrimental impact upon existing infrastructure. There is a historic problem with surface water flooding and foul water blockages in the surrounding area. Any green spaces should be retained or adequately replaced, and parking areas should be permeable in order to reduce any environmental issues concerning surface water run-off.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018)

Section 2 - Achieving sustainable development

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

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

Section 15 - Conserving and enhancing the natural environment

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS2 - Woking Town Centre

CS9 - Flooding and water management

CS10 - Housing provision and distribution

CS11 - Housing mix

CS18 - Transport and accessibility

CS19 - Social and community infrastructure

CS20 - Heritage and conservation

CS21 - Design

CS22 - Sustainable construction

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

Development Management Policies Development Plan Document (DMP DPD) (2016)

DM2 - Trees and Landscaping

DM7 - Noise and Light Pollution

DM8 - Land contamination and hazards

DM10 - Development on garden land

DM11 - Sub-divisions, Specialist Housing, Conversions and Loss of Housing

DM16 - Servicing Development

DM20 - Heritage Assets and their Settings

Supplementary Planning Documents (SPD's)

Design (2015)

Parking Standards (2018)

Outlook, Amenity, Privacy and Daylight (2008)

Climate Change (2013)

Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG)

Woking Borough Council Strategic Flood Risk Assessment (November 2015)

Community Infrastructure Levy (CIL) Charging Schedule (2015)

Draft Site Allocations Development Plan Document (DPD) June 2015

Policy UA10 - The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking

PLANNING ISSUES

1. The key planning issues for consideration in determining this planning application are:
 - Principle of development
 - Design and impact upon the character of the area
 - Impact upon neighbouring amenity
 - Noise
 - Parking, highways implications and alternative modes of travel
 - Biodiversity and protected species
 - Arboriculture
 - Heritage, including archaeology
 - Contamination
 - Flood risk and drainage
 - Sustainable energy
 - Local finance considerationshaving regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

Background

2. The application site benefitted from a resolution to grant planning permission (made on 10.03.2015), subject to the completion of a Section 106 Legal Agreement, under application reference PLAN/2014/0941. The development proposed under that application reached x12 storeys in height and included a new Class D1 community building of 2,948 sq.m (with an auditorium seating circa x850 persons) and x85 private residential dwellings. Following a lengthy period without any progress having been made towards completion of the Section 106 Legal Agreement by the applicant the application was treated as 'Finally Disposed Of' by the Local Planning Authority and no further action was taken with the application. According to the submitted Planning Statement, the developer withdrew due to concerns about that scheme's viability.
3. The emerging Draft Site Allocations DPD was published in June 2015 for public consultation, which closed on 31 July 2015. Policy UA10 relates to the application site and seeks to allocate the site to enable the delivery of a mixed use development of residential, including affordable housing and community facilities, and stating that it is anticipated that the site could yield around x78 net additional dwellings (x85 gross) and additional community facilities (3000 sq.m gross). At this stage, the policies contained within the emerging Draft Site Allocations DPD have the potential of being a material consideration. However what weight, if any, to be afforded to any policy is a matter for the decision maker and may be different in the consideration of each policy in relation to any development scheme proposed. Although this policy document has

been subject to public consultation until such time as the Site Allocations DPD has been formally submitted for public examination, it is considered that very limited weight can be afforded to it.

4. The revised National Planning Policy Framework (NPPF) was published on 24 July 2018 and is a material consideration in the determination of this application. However, the starting point for decision making remains the Development Plan, and the revised NPPF (2018) is clear at Paragraph 213 that existing Development Plan policies should not be considered out-of-date simply because they were adopted or made prior to 24 July 2018. The degree to which relevant Development Plan policies are consistent with the revised NPPF (2018) has been considered in this instance, and it is concluded that they should be afforded significant weight.

Principle of development

5. The application site falls largely within Woking Town Centre, as defined on the Proposals Map, although Nos.5-19 Oaks Road falls outside of the Woking Town Centre boundary and within a High Density Residential Area. Policy CS1 of the Woking Core Strategy (2012) identifies Woking Town Centre as the primary focus of sustainable growth, and an important location for shopping, offices, entertainment, cultural and community activities and transport infrastructure. The policy seeks to promote development that meets locally identified needs, including housing and cultural facilities.
6. The existing land use of the application site falls predominantly within class D1 (non-residential institution), including x4 residential dwellings (class C3), to the north of the existing church, which have been granted temporary planning permissions for class D1 use since 1994. The remaining x4 dwellings are still available for residential (class C3) use although it appears some of these dwellings may currently be vacant. The application seeks the extension and remodelling of the Coign Church site to provide a new detached church auditorium/chapel (D1 use) to the north of the existing church building, providing circa 950 sq.m GIA across x2 storeys (circa 855 sq.m at ground floor and circa 95 sq.m at first floor).
7. The new extension to the front of the existing Coign Church building would provide circa 75 sq.m of additional GIA within D1 use. In total there would be 1,025 sq.m of D1 use within the new detached church auditorium/chapel and the proposed extension to the existing Coign Church building. A programme of soft and hard landscaping would be undertaken. A new car parking area would replace the existing car park, and provide a net addition of x2 car parking spaces (a total of x22 car parking spaces). The redevelopment would result in the loss of x4 residential dwellings and x4 properties with temporary class D1 use, in addition to ancillary church storage facilities.
8. The applicant states that the existing Coign Church building can accommodate x350 people, with overflow capacity within the foyer which accommodates a further x100 people (x450 total). The applicant comments that the congregation is typically around x600 people and that as the congregation has grown additional space requirements for the Church support team have also grown. The applicant also comments that there is no longer enough space for children's facilities within the properties to the north (to be demolished) and that these properties have increasing maintenance costs.
9. Since February 2008 the Coign Church have been holding congregations at the HG Wells Conference Centre (which is currently operated by Woking Borough Council

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under lease from the freeholder) however the space is not large enough to accommodate the entire congregation meaning that services have to be split. The applicant states that the HG Wells facilities also do not provide separate space for children's work and there is a capital cost to the Coign Church to renting this space each week.

10. The Coign Church currently has a very heavy reliance upon the facilities within the HG Wells Conference Centre for holding Sunday services due to the inadequate capacity at the current Coign Church building. It is noted that the HG Wells Conference Centre forms part of a wider site (Policy Ref: UA18) identified within the emerging draft Site Allocations DPD *"for a mixed use scheme to comprise community, leisure, offices, retail and residential including affordable housing"*. Whilst the draft Site Allocations DPD is still emerging and attracts very limited weight at the current time, this intended site allocation does result in the Coign Church having uncertainty as to the medium-to-long term sustainability of reliance upon the HG Wells Conference Centre for Sunday services. The potential loss of access to this facility, even for the construction period of any potential replacement conference facility on the current site of the HG Wells Conference Centre, would severely and significantly impact adversely upon the operation of the Coign Church and the services/facilities it provides.
11. One of the three main dimensions of sustainable development, as stated within the NPPF (2018), is a social role to support strong, vibrant and healthy communities including providing accessible local services that reflect the community's needs and supports its health, social and cultural well-being.
12. Policy CS2 of the Woking Core Strategy (2012) describes how development of a dynamic and successful Town Centre is central to the achievement of sustainable development within the Borough. The policy identifies the types and indicative amounts of development expected over the life of the Core Strategy, including housing, employment and retail uses, supported by adequate social, community and transport infrastructure as set out within the Infrastructure Delivery Plan (IDP). The need to expand Coign Church has been identified within the Council's IDP, which in turn was informed by the Social and Community Facilities Audit (2011). The audit recognises the need for redevelopment of the Coign Church to provide an improved community facility within walking distance of the Town Centre, and expects such a facility to be highly used (page 101).
13. Paragraphs 117 and 122 of the NPPF (2018) set out that planning policies and decisions should support development that makes efficient use of land in meeting the need for homes and other uses. Policy CS2 sets out how Town Centre proposals will be achieved through mixed-use high density redevelopment of existing sites, refurbishment of outmoded sites, intensification of existing sites, change of use where appropriate, and safeguarding of existing office floorspace if justified. The emerging draft Site Allocations DPD will identify specific sites to deliver the proposals, being subject to 'Regulation 18' consultation during 2015, and as such can be afforded very limited weight. It proposes to allocate the Coign Church site for delivery of housing and community uses between 2015 and 2027. However, this intended allocation was in part based on the planning history of the site, and the assumption that proposals referenced PLAN/2014/0941 would be issued planning permission, as per the resolution of the Council's Planning Committee during 2015, and thereafter implemented. This intended allocation also applies to assumptions made within the Strategic Housing Land Availability Assessment (SHLAA) (2014), which considers the site suitable for a mixed-use scheme, comprising of community uses on the lower floors with residential uses above. As the planning permission for PLAN/2014/0941

was never subsequently issued, according to the applicant due to withdrawal of the developer following concerns about financial and construction viability, the Planning Policy team have advised that the proposed site allocation is likely to be re-assessed during the next stages of the Site Allocations DPD preparation, and will be potentially discounted from the next iteration of the SHLAA. It is also noted that planning permission or allocation is not a prerequisite for a site being considered to be deliverable.

14. Paragraph 120 of the NPPF (2018) states that planning policies and decisions need to reflect changes in the demand for land and Paragraph 121 that local planning authorities should also take a positive approach to applications for alternative uses of land, which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs, and in particular should support proposals to make more effective use of sites that provide community services, provided this maintains or improves the quality of service provision and access to open space.
15. Policy CS2 of the Woking Core Strategy (2012) goes on to set out how Woking Town Centre is the preferred location for other 'town centre uses', as defined within the glossary of the Woking Core Strategy (2012). The definition within the glossary does not include community buildings or places of worship per se. The revised NPPF (2018) defines main town centre uses as being retail development, leisure, entertainment and more intensive sport and recreation uses, offices, and arts, culture and tourism development. Both the definition within Policy CS2 and the revised NPPF (2018) include cultural development, which the proposal is considered to fall within. The submitted Design and Access Statement sets out how the Coign Church delivers a wide range of community activities and social-care services for the benefit of the local and wider community. The new auditorium would accommodate x650 - x700 spaces to meet the needs of the church's growing congregation, and provide ancillary space for many church activities, including activities and clubs for children and additional work with, and for, the local and wider community. Policy CS2 recognises the importance to the wellbeing of the community of adequate community facilities and social and community infrastructure, and seeks to safeguard existing facilities and promote new ones where appropriate, as set out within Policy CS19.
16. Policy CS19 of the Woking Core Strategy (2012) sets out how the Council will promote sustainable and accessible social and community infrastructure for a range of uses to support growth within the Borough. The provision of new community facilities is encouraged in locations well served by public transport, pedestrian and cycle infrastructure, which is satisfied by this largely Woking Town Centre site. The justification for the policy recognises the critical role of community facilities in delivering a sustainable community through their ability to create community cohesion and improved quality of life for residents and highlights the importance of provision within the faith sector (paragraph 5.176). The Woking Core Strategy (2012) aims to deliver a significant amount of housing within Woking Town Centre, and paragraph 5.177 sets out how the Council is committed to deliver the social and community infrastructure to support it.
17. The submitted Planning Statement sets out that the Coign Church currently provides the following local and wider community benefits and community groups:
 - Debt counselling & financial support
 - Special needs
 - Homeless/unemployed/disadvantaged including a weekly meal for 80 people
 - Mother & toddler groups

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- Children's ministry
 - School's work
 - Parenting support and training
 - Over 60's and other events for the elderly looking to connect
 - 20's and 30's group
 - A bereavement support group
 - Youth/teenagers
 - Single parents
 - Crisis pregnancy counselling
 - Pastoral counselling
 - Job search
 - Marriage preparation and enrichment
 - Prison ministries
 - Support for ex-offenders
 - Foodbank
 - Various other Ministries and courses including Alpha and Beta
18. In summary, Policy CS2 emphasises the need for adequate social and community infrastructure to support Woking Town Centre growth and secure the wellbeing of the existing and growing community. This can be achieved through the refurbishment of outmoded sites. The proposal would see the redevelopment and refurbishment of a community facility that delivers a wide range of benefits to the local and wider community. The submitted Planning Statement sets out compelling evidence that the existing facility is inadequate and would not effectively support growth within Woking Town Centre. There is an urgent need to improve the facility in order to relieve its cramped and outdated conditions, and to provide a building with additional capacity for worship and additional community services. To do so would benefit the wellbeing of the existing local and wider community, and support the needs of future residents, employees and visitors as a result of significant growth planned within Woking Town Centre.
19. Development proposals within Woking Town Centre should also make efficient use of land, and potentially be achieved through mixed-use, high density redevelopment of existing sites. However the planning history associated with this particular site should be taken into consideration, whereby mixed-use, high-density redevelopment was resolved to be granted planning permission by the Council's Planning Committee during 2015, but was subsequently considered to be unviable by the developer and other interested parties, which led to the requisite Section 106 Legal Agreement never being completed and planning permission never being issued.
20. The proposed use is therefore considered to be acceptable in principle. Whilst there may potentially be scope to deliver a higher density, mixed-use scheme on the application site, and thus make more efficient use of the land and help meet local housing need, the inadequacy of the existing facility to meet community needs, as identified within the IDP and evidenced within the submitted Planning Statement, and the lack of deliverability of previous schemes resolved to be granted planning permission, all form material planning considerations.

Loss of housing

21. The proposal would result in the demolition of Nos.5-19 Oaks Road, of which x4 properties (No.9, No.11, No.13 and No.15) have been granted a temporary change to class D1 use since 1994 to provide children's activities during services; and the

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remaining x4 properties (No.5, No.7, No.17 and No.19) remain available for residential (class C3) use, although some of these properties are to be currently vacant.

22. The submitted planning application form does not indicate how many bedrooms the existing dwellings to be demolished benefit from, although x4 market houses are noted under 'unknown'. The submitted Planning Statement argues that the residential use of x3 of the buildings (stated as being 'let to those in hardship') is directly linked to the church's work and its charitable purposes. Four of the properties have been granted temporary planning permission for community use for over 20 years. Given that the grant of temporary planning permissions have previously been considered appropriate by the Local Planning Authority for such a long period of time, and taking into account Planning Practice Guidance issued in 2014 that it is rarely justifiable to grant a second temporary permission and that further permissions should normally be granted permanently or refused if there is clear justification for doing so (Paragraph: 014 Reference ID: 21a-014-20140306), and that there have not been any detrimental effects on housing provision as a result of these temporary planning permissions, the loss of the remaining x4 properties currently available for residential use will be focussed upon.
23. CS11 of the Woking Core Strategy (2012) sets out that the Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units unless there are overriding policy considerations justifying this loss. Policy DM11 of the Development Management Policies DPD (2016) sets out an approach to addressing the impacts and issues around the loss of housing, and where this will be resisted. Development which leads to the net loss of dwellings, particularly family homes, will generally be resisted unless a number of criteria are met. Those criteria relevant to this planning application include:
 - the applicant can demonstrate to the satisfaction of the Council that the dwelling to be lost is in an unsustainable location and/or the benefits of the proposed use to the objectives of the Core Strategy will significantly outweigh the use of the building as a dwelling.
24. It is noted that neither Policy CS11, nor Policy DM11, set out a blanket prohibition on the potential loss of existing dwellings but rather require overriding policy considerations to justify and outweigh this loss, which it is acknowledged is likely to be present in only a small number of cases. The application site is within a highly accessible location partly within, and partly on the immediate fringe of, Woking Town Centre, and falls within a High Density Residential Area where it does not fall within Woking Town Centre. Therefore the dwellings proposed to be lost are considered to be in a sustainable and suitable location and the benefits of the proposed use to the objectives of the Core Strategy will therefore be further considered.
25. Although the number of bedrooms within the residential properties proposed to be demolished is not indicated within the submitted planning application form, it would not be unreasonable to categorise the residential semi-detached houses as 'family homes'. In addition, it is stated within the application that the Coign Church lets these homes out at affordable rents to those in hardship. This is, however, at the discretion of the Coign Church, and they are formally defined as market houses rather than affordable houses. The Woking Core Strategy (2012) describes how the majority of unmet need is for family housing and this is also reflected within the latest West Surrey Strategic Housing Market Assessment (SHMA) (2015). The loss of these homes would therefore be contrary to the aims of Policy CS11 and Policy DM11, which are to retain the existing housing stock because of the significant contribution

that it makes towards meeting the housing needs of the area. Whilst it could be argued that the significance of the contribution is minimal because the amount of housing to be lost is relatively small, nonetheless the cumulative impacts of the loss of many small-scale housing sites must also be taken into account.

26. However, another key objective of the Woking Core Strategy (2012) (number 9) is to ensure that the provision of community infrastructure, including key services and facilities, keeps pace with the growth of the Borough. This includes community facilities such as places of worship. It is considered that the evidence submitted with the application makes a clear case for the significant need and demand for the church facility, and its inability to effectively meet the needs of the current community, let alone a growing community as a result of the significant growth planned within Woking Town Centre.
27. The proposal would bring about much needed improvements to a valuable community facility, which provides a wide range of community services in addition to a place of worship, and would have a direct bearing on meeting objective 9 of the Woking Core Strategy (2012), in addition to objectives within Policies CS16 (ensuring the infrastructure needed to support development is provided to meet the needs of the community) and CS19 (to provide accessible and sustainable community infrastructure to support growth in the Borough). The proposed facility would also accommodate a mix of uses which will serve various sections of the community (of any faith).
28. Additionally Policy CS19 encourages the provision of community facilities in locations well served by public transport, pedestrian and cycle infrastructure. Were the Coign Church facility to be potentially relocated to an alternative location to deliver improved capacity, this may not continue to be the case.
29. The proposal would also have a positive bearing upon other objectives of the Woking Core Strategy (2012), including:
 - *Objective 8: encourage the high quality of design of buildings, neighbourhoods and the public realm that creates a sense of place* - as demonstrated within the submitted Design and Access Statement, the proposal offers the opportunity to enhance the streetscape, and improvement to the quality of the public realm in this location would be beneficial
 - *Objective 12: to preserve and enhance the cultural features of the Borough and make them accessible to the benefit of residents* - the new auditorium and improvements to the existing church building will provide ancillary space for many church activities, work with and for the local and wider community, and activities and clubs for children and youth
30. Paragraph 120 of the NPPF (2018) states that planning policies and decisions need to reflect changes in the demand for land and Paragraph 121 that local planning authorities should also take a positive approach to applications for alternative uses of land, which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs, and in particular should support proposals to make more effective use of sites that provide community services, provided this maintains or improves the quality of service provision and access to open space.

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31. In determining whether the aforementioned benefits are significant enough to outweigh the benefits derived from use of the four residential dwellings to meet housing needs of the Borough, and thus satisfy the criteria within Policy CS11 and Policy DM11, regard may be afforded to the Council's Five Year Housing Land Supply Position Statement 2016. This position statement concludes that the Council is performing well in meeting its housing targets to 2020/21: an estimated surplus of delivery of x1,070 net additional dwellings against the housing requirement and an overall housing land supply of 8.7 years between 2016/17 and 2020/21. When historic undersupply and the 5% buffer are taken into account, this represents a surplus of x816 net additional dwellings and an overall housing land supply of 7.7 years.
32. Paragraph 75 of the revised NPPF (2018) published on 24 July 2018 sets a Housing Delivery Test, in which local planning authorities must monitor progress in building out sites which have planning permission in order to maintain the supply of housing. The revised NPPF states that if the Housing Delivery Test indicates that delivery has fallen below 95% of the local planning authority's housing requirement over the previous three years, the authority should prepare an action plan in line with national planning guidance, to assess the causes of under-delivery and identify actions to increase delivery in future years. Whilst this is the case Paragraph 215 of the revised NPPF (2018) states that the Housing Delivery Test will apply from the day following the publication of the Housing Delivery Test results in November 2018.
33. Although the application site has potential to deliver additional dwellings to meet the Woking Core Strategy (2012) housing targets later on in the plan period (to 2027), other suitable sites will likely enable the housing targets to be met. On this basis the Planning Policy team does not anticipate the housing objectives of the Woking Core Strategy (2012) to be significantly undermined by a minor loss of housing at this particular site, or by the absence of a mixed-use scheme to include high-density housing, which has not been achieved successfully following the past resolution to grant planning permission for such during 2015.
34. Regard should also be afforded to the information put forwards within the submitted Planning Statement, which states that the Oaks Road properties had originally fallen into disrepair after J Sainsbury purchased them during the 1990s, as part of their plans for a new foodstore, and that they were then being occupied as squats. It is set out that the Coign Church reinstated their use for residential and community purposes, but these properties are now ageing, and with increasing maintenance costs. To some extent, the long-term use of these properties as family homes is dependent upon the continued charity of the Coign Church, which in turn will only continue to function if it is able to redevelop the application site to increase capacity and secure long-term security in terms of location and facilities.
35. As put forward within the submitted Planning Statement, the church has exhausted a number of different options, including holding services within different premises (Sunday services have been held within the HG Wells Conference Centre since 2008 due to the size of the congregation). Alternative sites have also been explored for development.
36. Furthermore it is acknowledged that any potential redevelopment/refurbishment of the existing properties, proposed to be demolished, as family homes (one of a number of preferred ways set out within Policy CS10 for delivering new residential development within the urban area) is unlikely to be delivered whilst the Coign Church pursues its priority in seeking a dedicated facility on their own site with the space and facilities to support their growing congregation and the wider community.

37. One of the key aims of the Woking Core Strategy (2012) is to provide well designed homes that meet the needs of the community, as well as to protect the existing housing stock. This is set out in detail within Policies CS1, CS2, CS10 and CS11 of the Woking Core Strategy (2012) and Policy DM11 of the Development Management Policies DPD (2016). The proposed development would result in the loss of dwellings, which weighs against the proposal, however, for the reasons set out, it is considered that in the particular circumstances of this case the applicant has demonstrated that the proposed development would result in significant local and wider community and public benefits, and that those public benefits would outweigh the loss of dwellings.

Loss of garden land

38. Policy CS10 of the Woking Core Strategy (2012), regarding housing provision and distribution, makes it clear that the Council does not seek to resist development of residential gardens (which are classed as greenfield land) providing any proposal for such meets the requirements of the Development Plan and the NPPF (2018). However, it is also recognised that private residential gardens make an important contribution to the Borough's green infrastructure and to the character of its residential areas, as well as minimising flood risk. Policy DM10 sets out how any development of garden land should not result in harm to the character and appearance of an area and any biodiversity value of the site.
39. Parts of the application site are currently vegetated with trees, hedges and consist of private gardens, which collectively provide habitat for wildlife and benefits in terms of amenity and screening value to help visually soften views to nearby buildings. There are no significant landscape features of merit, and previous habitat surveys concluded that all plant species and habitats found within the application site were common and widespread; no rare or unusual plants or habitats were found. The development would necessitate the removal of some of the trees within the residential gardens. The trees and tree groups are considered to be in the main of low amenity value with a small number of individuals of moderate value.
40. There is therefore scope to enhance the green space and biodiversity value of the site through its redevelopment. The submitted Design and Access Statement describes how a programme of hard and soft landscaping will enhance the general appearance of the whole site. The publically appreciable soft landscape that contributes to the character of the site will be generally retained and enhanced, including the trees and hedges along boundaries with Church Street West and Oaks Road. Replacement green infrastructure is proposed to include low-level planting and new tree specimens. Block paving to the rear courtyard area will be bordered by raised and at grade planting which will supplement retained trees.
41. Policy CS17, regarding open space, green infrastructure, sport and recreation, states that *"development involving the loss of open space will not be permitted unless...the development is directly related to the enhancement of the open space"*. The development proposal would bring considerable broader improvements to the quality of the public realm in this location, as well as significant benefits through the improved community infrastructure brought about through the modernisation of the site. It is therefore considered that the proposals have sufficiently sought to address the green infrastructure requirements of the Development Plan by taking into account the constraints of this urban site.
42. Overall therefore the principle of development is considered to be acceptable, subject to the further planning considerations set out within this report.

Design and impact upon the character of the area

43. The NPPF (2018) sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development. Paragraph 127 of the NPPF (2018) sets out that planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
44. The requirements of policy CS21 of the Woking Core Strategy (2012) stipulate that development should create new buildings that are attractive with their own distinct identity, should respect and make a positive contribution to the street scene and character of the area paying due regard to scale, height, proportions, layout and materials etc.
45. Policy CS24 of the Woking Core Strategy (2012) states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives.
46. The application site is located on the western periphery of Woking Town Centre, where the character is variable, and characterised by four and five storey buildings alongside low-rise dwellings and low-rise, low-density light industrial areas.
47. The application site lies at the junction of Oaks Road to the west and Goldsworth Road to the south at its junction with Church Street West, which are main routes connecting to Woking's Town Centre. This junction is characterised by mixed uses and commercial office buildings with residential uses also prevalent. There is a mixture of architectural vernacular within the immediate area.
48. The submitted Design and Access Statement provides analysis of the application site and its immediate context. The auditorium proposal has been developed in a manner which would allow the Coign Church to continue to utilise the existing church building on site during the demolition and construction phases of the proposed auditorium and new car park area.

Demolition

49. The auditorium and car park would be located to the north of the retained, albeit extended and altered church building, and require the demolition of three semi-detached pairs of two storey buildings (Nos. 5 & 7, Nos. 13 & 15 and Nos. 17 & 19 respectively) fronting Oaks Road, together with a detached two storey building (No.9) fronting Oaks Road and a detached two storey building (No.11) which is set back into the site and does not form part of a street scene.

50. The loss of these buildings would clearly significantly alter the appearance of this section of the eastern side of Oaks Road however the buildings proposed to be demolished are generally of limited architectural and townscape merit. The front elevation of the semi-detached pair of Nos.5-7 Oaks Road exhibits some interest and merit although is not an uncommon or unusual example of this type of building dating from the Victorian era. It is also a material consideration that the Local Planning Authority resolved to grant planning permission (subject to the prior completion of a Section 106 Legal Agreement), under reference PLAN/2014/0941, for the demolition of the same buildings (with the exception of the existing Church building) as proposed to be demolished under the current application.
51. Furthermore the development resolved to be granted planning permission under reference PLAN/2014/0941 would have predominantly resulted in a four storey building height fronting the eastern side of this section of Oaks Road. Whilst the previous resolution to grant planning permission attracts limited weight due to the fact that the Section 106 Legal Agreement was not completed and the application was 'Finally Disposed Of' by the Local Planning Authority, this resolution to grant planning permission nonetheless remains capable of forming a material consideration in the determination of the current application. The principle of demolition of the existing buildings, in terms of design and the impact upon the character of the area, is therefore considered to be acceptable.

Auditorium

52. The form, scale and character of the auditorium has been heavily influenced by the existing church building to be retained (albeit extended and altered), which forms a timber frame and masonry structure utilising prominent roof features. The auditorium has also been influenced by the gradual fall in ground level (circa 1.5m), which occurs approximately north-to-south through the application site, and the requirement to achieve flush threshold access into the auditorium from both the new car park and the southern entrance. Acoustic attenuation considerations have also informed the design; these considerations restrict the potential extent of glazing within the northern and eastern elevations in order to prevent potential noise breakout towards nearby residential properties.
53. The form of the auditorium utilises the large roof area to define its geometry and character, and introduces a single tall roof feature (proposed to be illuminated with back-lit coloured glazing) which complements a similar feature on the existing church building, aligns with the southern entrance into the auditorium and also enables the physical structure of the auditorium to project above the existing church building such that the auditorium would assert a presence within the thoroughfare street scenes of Goldsworth Road / Church Street West, notwithstanding its location to the north of the existing, retained church building.
54. The low point of the eaves of the auditorium would be largely aligned with the low-point of eaves along the rear of the existing church building, before the roof rises through the pitch towards the tall roof-feature. The indented hips of the roof would serve to reduce the perceived visual scale of the asymmetrical gable ends to both the western and eastern elevations and would create additional visual interest within the form and geometry of the building. The eaves level of the auditorium would be consistent around the building but would be higher from ground level along the northern elevation due to the sloping topography of the application site which is amounts to approximately 1.0m - 1.2m across the building footprint of the auditorium. However, in measuring approximately 4.9m from ground level, the eaves height along

the northern elevation would be generally consistent with those of dwellings fronting Oaks Road.

55. Due to the form of the auditorium asymmetrical gables would be produced to both the western and eastern elevations. The eastern elevation would not appear prominently in views from the public realm and therefore demonstrates a reduced level of 'sawtooth' dentil course brickwork. The western elevation would front onto Oaks Road and would contain a window facing into the main auditorium space framed by 'sawtooth' brickwork to add visual interest to this elevation. Several horizontal bands of 'sawtooth' dentil course brickwork would run along the western elevation and continue into the northern elevation. The entrances into the auditorium to both the northern and southern elevations would be timber clad to clearly define these entrances and achieve a commonality of appearance with the existing church building, which is proposed to be partly re-clad in the same/a similar timber cladding material.
56. The predominate external material palette for the auditorium consists of a standing seam metal roof and a blended mixture of red (circa 75% ratio) and buff / yellow (circa 25% ratio) brick. These external materials are considered robust and well-informed by the immediate surroundings of the application site. Red brick is a common material within Woking Borough and buff / yellow brick is apparent on the nearby Locally Listed building at No.65-67 Goldsworth Road (Pizza Express/Archees). It is considered that a blended brick mixture of this nature would integrate into the character of the area whilst achieving a more contemporary appearance and adding visual interest to the building. The elevations would be articulated further through the incorporation of several dentil courses, with a 'saw-tooth' protruding brick profile, which would add further visual interest, texture and shadow to the building. Above the high-level dentil course a soldier course of brickwork would articulate the lines of the eaves/parapet. The northern roof scape would be articulated with punched-roof windows, with the apertures proposed to be painted varying colours to add visual interest to this roof slope. The seams of the metal roof are proposed to be laid so as to accentuate the geometry of the respective roof slopes and the gutters and rainwater pipes are to be integrated to achieve clean, contemporary lines.
57. Whilst the external materials are considered to be acceptable in principle given the blended mixture of red and buff / yellow brick proposed it is considered that at least two sample panels (measuring a minimum of 1.2m x 1.2m), and utilising differing brick and mortar combinations, need to be constructed on site to determine an appropriate appearance. The applicant has agreed to this provision, which can be secured via recommended condition 03.
58. A metal and timber canopy to the northern elevation would offer protection from the elements as building users pass between the existing church building and the auditorium. This feature would be located in excess of 28.0m away from Oaks Road and would therefore not appear prominently within this street scene, or from the wider public realm, being largely screened by the existing and proposed buildings. Further details of this feature can be secured via recommended condition 09 to ensure it is of an appropriate detailed design and quality of finish.
59. The auditorium would maintain the building line of the existing church building along Oaks Road and would therefore be set back from the adjacent footway by between approximately 6.5m and 2.3m due to the obliquely angled western site boundary. Lawn and replacement tree planting is indicatively shown along this frontage, which would assist in softening the appearance of the auditorium within Oaks Road. Whilst sound urban design principles indicate that an active elevation should be presented to

the street frontage (ie. Oaks Road) in situations such as this, the proposed auditorium is considered to strike an appropriate balance between providing some activity to the Oaks Road street frontage (through the provision of the pedestrian access between the existing building and auditorium, and the glazing within this elevation) and locating the pedestrian entrances, which would generate some noise and disturbance, within the southern and northern elevations where they are less likely to disturb adjacent and nearby residential land uses.

60. Overall it is acknowledged that the auditorium would be large. Nonetheless, as a place of worship/community use building, it is considered that it would demonstrate a strong functional use and thus the scale, layout and appearance of the building is considered to be acceptable. The footprint of the building is simple although the building would be primarily articulated through the proposed facing materials which would add visual interest and quality to the overall design of the building. The use of external materials is considered to be respectful of the location of the application site and building. In addition, having regard to the position of the building on the site and the relationship formed with the existing church building, it is not considered that the auditorium would appear cramped.

Extension and alterations to existing church building

61. It is proposed to add a single storey extension projecting at an oblique angle, and measuring approximately 9.8m in maximum depth, from the south-eastern corner of the existing church building towards Church Street West. This element is proposed to accommodate office/meeting space for church staff and the church leader. The scale of the extension has been influenced by the existing flat-roof height so as to integrate this element into the existing church building.
62. It is also proposed to over-clad parts of the red brick elevations of the existing flat roofed single storey element of the church with timber cladding to match that proposed to externally face the proposed extension. The proposal seeks to integrate the existing church building and the proposed extension with similar cladding materials in order to create a consistent appearance.
63. The main entrance into the existing church building has something of an aging appearance and it is considered that the proposed over-cladding of elements of the red-brick elevations with timber cladding would result in a more contemporary aesthetic which would serve to 'lift' the appearance of the existing church building. Having regard to the prominence and extent of timber cladding proposed it is considered necessary to secure an on-site sample panel for approval, which can be secured via recommended condition 04.
64. The extension is considered to achieve a sufficiently subordinate appearance to the existing church building due to its single storey scale. The flat roofed form would integrate into the existing form of the single storey element. Although relatively large in footprint the oblique angle, and level of projection, of the extension is considered to respond effectively to the existing building footprint and to 'frame' the main entrance to the existing church building, which will serve to link through to the new auditorium to the north via the proposed canopy between the two buildings and the enlarged entrance lobby. Notwithstanding the level of projection the extension would remain set back from the site boundary with Church Street West by approximately 14.0m, and set back from the south-western section of the existing building, such that it would not appear overbearing, incongruous or unduly prominent within the street scene.

65. Existing doors and window frames within the church building are proposed to be replaced with aluminium frames/doors, coloured dark grey to match those proposed within the auditorium. The existing cedar shingle pitched roofs are also proposed to be replaced with a standing seam metal roof system, coloured mid-grey, again reflective of the roofing material proposed for the auditorium. These alterations would achieve a contemporary refresh to the appearance of the existing building without significantly altering its intrinsic character due to the fact that these alterations would leave the form and scale of the existing building relatively intact. The commonality of some of the external materials between the extended and altered existing church building and the new auditorium would enhance the two buildings, ensuring that they appear with a commonality of purpose and function and as something of a 'campus' within the immediate area. Furthermore the glazed entrance doors will facilitate views through the enlarged entrance lobby to the new auditorium beyond, which will further assert the presence of the new auditorium within the Goldsworth Road / Church Street West street scenes.

Landscaping

66. A detailed scheme of hard and soft landscaping has been submitted as part of the application. Pedestrian access would be provided between the existing church building and the new auditorium within the approximate location of the existing vehicular crossover with Oaks Road (to be stopped-up), which would lead to an external courtyard containing outdoor seating. Concrete/stone raised planters are proposed to these areas; the at grade surface of which is proposed to be finished in block paving. The area in front of the existing church entrance from Church Street West is also proposed to be surfaced in block paving with the prominent Liquidambar tree to be retained.
67. The group of predominantly Birch and Beech trees located on the corner of Oaks Road is to be retained and a 0.6m high treated timber knee rail to wrap around this corner of the site, and along the Oaks Road frontage, set in approximately 1.0m from the application site boundary with the adjacent pedestrian footways. Behind this timber knee rail 1.8m high metal-rail fencing is proposed in order to enclose the garden space to the south-west of the existing church building to accommodate secure children's work/play. This metal-rail fencing would be set away between approximately 4.0m and 4.5m from the application site boundary and the applicant proposes to provide new shrubs/planting between these two means of enclosure to soften the appearance of the metal-rail fencing. It should be noted that the proposed 0.6m high treated timber knee rail would constitute 'permitted development' in any case.
68. Large format gates are proposed to secure the pedestrian access (from Oaks Road) and car park access outside hours when the church is open. Indicative details submitted show the design of the pedestrian entrance gate to match the 1.8m high metal-rail fencing, and therefore to be visually permeable.
69. The external plant services area has been located to the north-east of the auditorium where it would result in the least visual impact, being largely screened from public vantage points from outside of the application site, and is proposed to be enclosed by a combination of brick wall and acoustic fencing.
70. The car parking area is proposed in permeable block paved parking spaces. It is acknowledged that the car park would result in a gap within the Oaks Road street scene however it is noted that a car park, and a vehicular access leading off to the

west, are apparent on the western side of Oaks Road within close proximity to the proposed car park. Given this factor it is not considered that the gap within the Oaks Road street scene resulting from the car park would appear unduly incongruous in this context. The proposal will also significantly alter the existing appearance of part of the Oaks Road street scene, and alter the outwardly residential appearance of the area currently occupied by properties fronting Oaks Road proposed to be demolished. Indicative details submitted show the intended provision of lawn and/or low level shrub planting, and to include replacement tree planting, in the area between the car park and the pedestrian footway along Oaks Road. This planting will assist in softening the appearance of the car park within Oaks Road and further details can be secured via recommended condition 06.

71. Whilst indicative details are included within the application it is considered that finalised details of soft planting should be secured via recommended condition 06 and finalised details of the hard surfacing and raised planter materials should be secured via recommended condition 05 in order to protect the character and appearance of the area. Whilst the heights of the various means of enclosure are clearly annotated within the submission, and indicative details of the preferred style of metal-rail fencing have been provided, it is considered that 1:100 or 1:50 scale elevations, and finish (including colour) of these means of enclosure, should be secured via recommended condition 07.
72. Overall in design and character terms the proposed development is considered to be acceptable, subject to recommended conditions requiring the approval of external materials and details of hard and soft landscaping, means of enclosure and further details of the proposed canopy. The proposal would therefore comply with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the relevant provisions relating to design within the NPPF (2018).

Impact upon neighbouring amenity

73. Policy CS21 of the Woking Core Strategy (2012) advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. More detailed guidance in terms of assessing neighbouring amenity impacts is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

Church Gate, Nos.9-11 Church Street West

74. Church Gate is a currently vacant office building located to the east/south-east which benefits from prior approval (Ref: PLAN/2016/0438) for change of use from office-to-residential to provide x32 dwellings, as well as extant planning permission (Ref: PLAN/2016/0478) for external alterations. There is also a planning application (Ref: PLAN/2018/0741), currently pending consideration, for the construction of a two storey extension across the building to form x10 dwellings and a roof terrace. Having regard to the comparative heights of the proposal at the Coign Church and the application currently pending consideration (Ref: PLAN/2018/0741) at Church Gate it is not considered that either of these two proposals would result in any material impacts upon the other.
75. Similarly, having regard to the siting of the auditorium in comparison to the Church Gate building, and that the new auditorium would be positioned approximately 9.3m away from the common boundary and opposite the less sensitive car parking area

serving Church Gate, it is not considered that any material impacts (with the exception of noise implications, which will be addressed later within this report) will occur to Church Gate as a result of the auditorium.

76. The extant planning permission at Church Gate (Ref: PLAN/2016/0478) did not include the insertion/alteration of any ground floor level openings within the elevations adjacent to the Coign Church site. There are existing (lawful) windows within the Church Gate rear elevation and side (return) elevation which are potentially impacted by the proposed church extension. The church extension would be sited approximately 6.5m from the closest point of the x3 directly facing side (return) Church Gate windows, and approximately 4.5m from the rear facing window. Taking account of the approximate 3.0m maximum height of the proposed extension, combined with these retained separation distances, it is not considered that a significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook, would occur to these Church Gate windows.
77. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out tests for potential loss of daylight. In terms of the closest window within the Church Gate rear elevation significant loss of daylight would occur if the centre of the window lies within a zone measured at 45° in both plan and elevation of the proposed extension. In terms of the x3 directly facing windows within the Church Gate side (return) elevation suitable daylight to the windows will be retained where an unobstructed vertical angle of 25° can be drawn from the middle of the existing window opening. The proposed extension passes both of these 25° and 45° tests and therefore no significant loss of daylight is considered to occur to the closest ground floor level windows within Church Gate. Whilst several full-height windows/doors would be inserted into the church extension elevation facing towards Church Gate taking account of the combined considerations of the retained separation distances, ground floor level of these openings and oblique relationship with Church Gate, it is not considered that a significantly harmful loss of privacy would occur to these windows within Church Gate.
78. The proposed alterations to the external materials of the existing church building would not increase the scale or form of the existing building materially and are therefore not considered to give rise to material impact upon Church Gate. Overall the impact of the proposal upon adjacent Church Gate is considered to be acceptable.

No.21 Oaks Road

79. No.21 Oaks Road is the immediately adjacent dwelling to the north and forms one half of a two storey semi-detached pair. The car park would intervene between the auditorium and the common boundary with No.21 and would therefore be located between approximately 17.0m and 18.4m from the common boundary (due to the limited additional projection of the northern entrance lobby) with No.21, terminating in a predominant eaves height measuring approximately 5.0m along this facing northern elevation. The predominant maximum roof height would measure approximately 10.2m although the tall roof feature would reach a maximum height measuring approximately 13.3m to part of the roof slope. These differing maximum heights would be reached at retained separation distances to the common boundary with No.21 measuring in excess of 27.0m and 33.0m respectively. Whilst it is acknowledged that the auditorium, and the roof covering in particular, would be readily apparent from No.21 Oaks Road the retained levels of separation, combined with the respective eaves and maximum heights, and the pitched nature of the northern roof slope, are such that no significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook, is considered to occur to No.21 Oaks Road.

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80. In terms of potential daylight impact the auditorium passes both the 25° and 45° tests set out within SPD Outlook, Amenity, Privacy and Daylight (2008) and therefore no significant loss of daylight is considered to occur to No.21 Oaks Road. It is acknowledged that the auditorium is located predominantly south of No.21 however, having regard to the scale, form and siting of the auditorium in relation to the dwelling and rear garden amenity space of No.21, it is not considered that significant loss of sunlight or overshadowing would occur to No.21 Oaks Road.
81. The northern elevation of the auditorium would contain only an entrance (leading through a lobby to prevent noise breakout) and an acoustically sealed solid fire exit door. These ground floor level openings are not considered to give rise to harmful overlooking or loss of privacy to No.21, particularly taking into account the separation distance from the common boundary and 1.8m high common boundary fencing proposed. Whilst the majority of the punched-roof windows within the northern roof slope would be located above the void over the auditorium space below, and would therefore not facilitate potential outlook, x3 punched-roof windows would be located above the first floor level mezzanine space. A detailed section has been submitted demonstrating that the sill height of these x3 punched-roof windows would be approximately 2.9m above the finished first floor mezzanine level. No outlook would therefore be facilitated towards No.21 Oaks Road.
82. The proposed church extension would be screened from No.21 Oaks Road by both the auditorium and the existing church building; therefore no material impacts would arise to No.21 from this element of the proposal. Overall the impact of the proposal upon adjacent No.21 Oaks Road is considered to be acceptable. Taking into account that the impact upon No.21 Oaks Road is considered to be acceptable, the impact upon the adjoined (more northerly) half of the semi-detached pair, No.23 Oaks Road, is also considered to be acceptable.

Nos.34-37 Vale Farm Road

83. Nos.34-37 Vale Farm Road forms a two storey block of x4 maisonettes to the north-west, which benefit from external amenity space to the rear. The side (west-facing) elevation of the block contains only a doorway, which is shown on the approved plans for this development to lead into a small hallway (serving the ground floor maisonette), forming a non-habitable space. The first floor level maisonettes are accessed via separate doorways within the front elevation. Due to the slightly tapering nature of the common boundary with Nos.34-37 Vale Farm Road the auditorium would be sited between approximately 10.9m and 10.1m away from the common boundary. The external plant area would be located between approximately 4.6m and 4.1m from the common boundary although is proposed to be enclosed with a combination of brick wall and acoustic fencing (further details of which are to be secured via recommended conditions).
84. The auditorium elevation facing towards the common boundary with Nos.34-37 would largely consist of an asymmetrical gable, which would vary in eaves heights between approximately 4.9m and 4.5m, and reach a maximum height measuring approximately 9.6m. The indented hipped metal standing seam elements of roof would pitch away from the common boundary with Nos.34-37. Whilst it is acknowledged that the maximum gable height of approximately 9.6m would not be insignificant a separation gap measuring approximately 10.4m would be retained between this element of the auditorium and the common boundary with Nos.34-37 at this point. This retained level of separation would remain greater than the maximum height of the asymmetrical

gable and therefore the auditorium elevation is not considered to result in a significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook, to Nos.34-37 Vale Farm Road, including to the external amenity space to the rear.

85. The tall roof feature would project to a maximum height measuring approximately 13.3m however would occur largely beyond the terminus of the rear garden area serving Nos.34-37 Vale Farm Road, and largely opposite the less sensitive car parking area serving Church Gate. In addition this tall roof feature would occur in excess of 16.0m away from the common boundary with Nos.34-37, such that it is not considered to result in a significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook.
86. In terms of potential daylight impact the auditorium passes the 45° test set out within SPD Outlook, Amenity, Privacy and Daylight (2008), and therefore no significant loss of daylight is considered to occur to openings within the south-eastern (rear) elevation of Nos.34-37. It is acknowledged that the auditorium is located predominantly west of Nos.34-37 however, having regard to the scale, form and siting of the auditorium in relation to the building and garden amenity space of Nos.34-37, it is not considered that significant loss of sunlight or overshadowing would occur to Nos.34-37 Vale Farm Road.
87. No auditorium openings would face towards the common boundary with Nos.34-37 and therefore no loss of privacy or overlooking would occur to Nos.34-37 Vale Farm Road. The proposed church extension would be largely screened from Nos.34-37 Vale Farm Road by both the auditorium and the existing church building; therefore no material impacts would arise to Nos.34-37 from this element of the proposal. Overall the impact of the proposal upon adjacent Nos.34-37 Vale Farm Road is considered to be acceptable. Taking into account that the impact upon Nos.34-37 Vale Farm Road is considered to be acceptable, the impact upon the (more easterly) terraced block of Nos.28-33 Vale Farm Road, is also considered to be acceptable.

Flats above Pizza Express (Nos.65-67 Goldsworth Road), Archees (Nos. 69-71 Goldsworth Road) and at Nos.73-75 Goldsworth Road

88. On the opposing (western) side of Oaks Road there is a parking and 'back of house' area, which appears to serve Pizza Express (at Nos.65-67 Goldsworth Road), Archees (at Nos. 69-71 Goldsworth Road) and the x4 flats at first and second floor levels above Pizza Express and Archees. There are first floor level patio areas serving the x4 flats to the rear of Pizza Express and Archees. Further west from the application site, beyond the car parking area to the rear of Pizza Express and Archees, there are x6 flats located at ground and first floor levels above and to the north (rear) of the ground floor retail units (Woking Yamaha) at Nos.73-75 Goldsworth Road (Ref: PLAN/2015/1389).
89. The auditorium would be located approximately 18.0m away from the first floor level flats above Pizza Express and Archees at its closest point and would demonstrate an obliquely angled relationship with these residential units. With regard to the x6 flats within Nos.73-75 Goldsworth Road the auditorium would be located approximately 20.0m from the most northerly element of these buildings at its closest point and approximately 34.0m from the north-easterly elevation (which faces into the courtyard of this development) containing the largest number of residential windows within Nos.73-75.

90. Having regard to these cumulative factors, including the respective retained levels of separation, the approximate 9.7m maximum height of the asymmetrical gable presented to Oaks Road, the 'across the street' relationship, and the location of the tall roof feature set away from the Oaks Road frontage, it is not considered that any significantly harmful impact, by reason of potential loss of privacy, daylight or sunlight, or overbearing effect due to bulk, proximity or loss of outlook, would occur to the x4 flats at first and second floor levels above Pizza Express and Archees, or to the x6 flats at ground and first floor levels within Nos.73-75 Goldsworth Road.

Nos.2-4 and Nos.6-8 Oaks Road

91. Nos.2-4 and Nos.6-8 Oaks Road are two storey semi-detached dwelling pairs located on the opposite (western) side of Oaks Road, located north of the vehicular access leading west from Oaks Road. The car park would be constructed largely opposite these dwellings and is not considered to give rise to potentially harmful impact, by reason of potential loss of privacy, daylight or sunlight, or overbearing effect, due to its surface level nature (noise will be considered later within this report). Whilst the auditorium would be readily appreciable from these dwellings, particularly from No.2 Oaks Road, a separation distance measuring approximately 16.0m would be retained between the auditorium and No.2 Oaks Road at its closest point. At this closest point the auditorium eaves height would measure approximately 5.0m, with the northern roof covering pitching away from these dwellings, and the asymmetrical gable presented to Oaks Road rising in height opposite the less sensitive vehicular access (leading west from Oaks Road) and parking area located to the rear of Pizza Express and Archees.

Noise:

92. The NPPF (2018) states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. Policy CS21 also requires new development to be designed to avoid significant harm to the environment and general amenity resulting from, inter alia, noise or vibrations. Policy DM7 of the Development Management Policies DPD (2016) requires noise generating forms of development, or proposals with potential to affect noise-sensitive uses, to be accompanied by a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level.
93. National Planning Practice Guidance includes a section on noise, which states:
- *Local planning authorities' plan-making and decision taking should take account of the acoustic environment and in doing so consider:*
 - *whether or not a significant adverse effect is occurring or likely to occur;*
 - *whether or not an adverse effect is occurring or likely to occur; and*
 - *whether or not a good standard of amenity can be achieved*
94. The applicant has submitted a noise impact assessment with the application, which provides details of the planning noise assessment undertaken for the site, including noise breakout from the new auditorium during worship activity, noise from mechanical services plant and the potential effects associated with noise from the relocated car park.
95. In terms of hours of use of the auditorium the applicant has requested hours of 0800 - 2330 on weekdays/weekends/public holidays inclusive within the submitted

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application form. The submitted noise impact assessment has been prepared on this basis.

96. Whilst no hours of use have been separately proposed for the external courtyard area, which would provide seating, it is considered necessary to specify reduced hours of use of this area, due to its external nature, to the below in order to protect the residential and general amenity of the area:
- Mondays to Fridays (inclusive): 0800 - 2100
 - Saturdays, Sundays and Bank/Public Holidays (inclusive): 0830 - 2100
97. The applicant has advised that the new auditorium is expected to hold the following significant gatherings which have the potential to generate high levels of internal noise/activity:
- Sunday service: 0900 - 1030
 - Sunday service : 1100 - 1230
 - Band practice (Thursday evenings): assumed to be between 1900 - 2300
98. No significant noise generating activity should occur beyond 2300 on any given day. However low noise generating activities may occur within the auditorium beyond this time (until 2330 at the latest) such as meetings. Other activities may occur within the auditorium beyond those outlined above however these activities are expected to be less significant in terms of potential noise generation.
99. An unattended noise survey was undertaken at the site for a period of x13 days (at four locations around the site) to establish representative noise levels at the nearest noise sensitive receptors. An attended noise survey was undertaken during a Sunday service at the HG Wells Conference Centre to establish typical noise levels generated.
100. It is proposed to prevent potential noise breakout from the auditorium through an enhanced glazing system and roof structure, in order to achieve the required sound insulation performance. Furthermore the auditorium is proposed to be fully mechanically ventilated and therefore closed windows (during any significant noise generating events such as Sunday services) would not present an issue in terms of ventilation requirements. Main access doors to the auditorium on the northern and southern elevations are arranged in a lobbied configuration and the proposed fire exit door within the northern elevation will be specially installed in order to achieve a high level of acoustic attenuation performance.
101. The submitted noise impact assessment concludes that, with the measures set out fully implemented, it will be possible to ensure that the breakout noise level from the new auditorium during events with the potential to generate high levels of internal noise/activity (ie. Sunday services/ band practice) would be below the representative noise level at each of the nearby noise sensitive receptors.
102. The scheme of fixed mechanical services plant for the auditorium is yet to be finalised (subject to detailed design following planning permission, if granted) although a suitable area external to the new auditorium for its provision has been confirmed and shown to be enclosed by a combination of brick wall and acoustic fencing. In order to control the emission of noise from fixed mechanical services plant noise limits at a level of 5dB below the representative noise level at the nearest noise sensitive receptors (to the proposed plant) have been set during appropriate time periods by the submitted noise impact assessment, in consultation with the Environmental Health service.

103. The impact of noise arising from the proposed car park would be inherently limited by the fact that the car park is to provide x22 parking spaces. Vehicle flows in and out of the car park over the course of the two expected Sunday services have been used as a basis for the noise impact assessment. The worst case during a given hour is for the car park to either fill or empty in its entirety. It has been assumed therefore that this worse case may also apply to other auditorium uses (ie. band practice during a midweek evening). Therefore, from 2000 to 2300 on a typical midweek evening, it has been pessimistically assumed that the car park could totally fill and empty each hour. People making significant noise whilst entering or exiting the church on foot can be controlled through a church management plan, which could include installing signs on the doors people would exit through reminding people that the site is located in a residential area and to leave quietly, particularly during noise-sensitive hours, (ie. following evening meetings/band practice etc) and requesting people not to leave car engines running or play music loudly on car stereo systems when in the car park. The church operators should also remind people of the requirement to be quiet if they are making too much noise when leaving, particularly during noise-sensitive hours.
104. The submitted noise impact assessment concludes that, taking into account the absolute noise level, change in noise level and context of the noise source, it is expected that the impact of the relocation of the car park would be considered 'minor' and that, whilst the effect of the relocation of the car park could be potentially considered 'moderate' when taking account of the assessment criteria for ambient noise levels, the filling or emptying of the car park is only expected to last approximately 30 minutes of any given assessed hour. It is also material that events associated with the filling and emptying of the car park are only expected to take place a small number of times per week and for the majority of the time the car park would be subject to reduced levels of vehicular movement in comparison to these more significant events.
105. In addition to this the existing noise climate within the area is dominated by road traffic and therefore the noise associated with the operation of the relocated car park is considered to remain in context with the prevailing noise climate. Furthermore on weekday evenings it is more likely that the relocated car park would typically not completely fill and empty each hour as a band practice, or similar activities, will likely attract fewer vehicles which would arrive at the beginning of the evening and leave at the end.
106. The Environmental Health Service has considered the submitted noise impact assessment, concur with the conclusions and recommendations set out within it and raise no objection subject to recommended conditions. Overall, taking into account the submitted noise impact assessment and the proposed noise mitigation measures, and subject to recommended conditions, it is considered that noise from, and relating to, the new auditorium can be controlled in order that the potential impact of any effects on nearby noise sensitive receptors will be 'minor'. This would comply with Policy DM7 of the Development Management Policies DPD (2016), Policy CS21 of the Woking Core Strategy (2012), the provisions of the NPPF (2018) and National Planning Practice Guidance (PPG).
107. Conditions are recommended to secure details of fixed mechanical services plant (including noise/vibration reduction measures) prior to installation (condition 20 refers), to secure verification that the sound reductions, as set out by the submitted noise impact assessment, are achieved in the installed roof construction, glazing construction and plant prior to first use (condition 19 refers), to secure the submission of a management plan for noise arising from persons and cars (condition 29 refers),

and to control hours of use of the new auditorium and external courtyard, which would provide seating (conditions 26 and 27 refer).

Parking, highways implications and alternative modes of travel

108. The NPPF (2018) promotes sustainable transport. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe. Policy CS18 of the Woking Core Strategy (2012) aims to locate most new development within the main urban areas, served by a range of sustainable transport modes, such as public transport, walking and cycling.

Alterations to vehicular access/egress and on-street parking on Oaks Road

109. Existing vehicular access to the application site is currently provided by way of x2 formalised bell-mouth accesses, one of which is served from the Church Street West / Goldsworth Road roundabout and the other of which is served from Oaks Road. Both accesses operate as points of access and egress, although the roundabout access provides suitable width for only one-way flow in either direction at any one time. An additional vehicle access is also provided onto the application site by way of a dropped kerb serving a driveway at No.19 Oaks Road.
110. The x2 existing vehicular accesses would be closed as part of the proposals, albeit the existing access from the northern side of the Goldsworth Road / Church Street West mini-roundabout would continue to be used infrequently for emergency access, deliveries and events such as weddings and funerals, controlled by way of collapsible bollards. A swept path analysis of this retained occasional access has been submitted demonstrating that a large delivery vehicle would be able to access and egress from the Goldsworth Road / Church Street West mini-roundabout, manoeuvre and turn within the application site (notwithstanding the church extension proposed) so that it could access and egress the application site in a forward gear.
111. The main vehicular access to the application site would be provided from the eastern side of Oaks Road via a new point of access in the current location of properties Nos.17-19 Oaks Road (to be demolished). The access would serve a proposed new on-site car park with a total of x22 independently accessible spaces, including x2 disabled spaces. A swept path analysis of these parking spaces has been submitted within the Transport Assessment and demonstrates that these spaces can be accessed and egressed efficiently.
112. The creation of the new access on Oaks Road will require an amendment to the Traffic Regulation Order (TRO), given that the access will be provided through the location of an existing on-street parking bay on the eastern side of Oaks Road. The closure of the existing access on Oaks Road will, however, enable the re-provision of this section of parking bay post-development. As part of the TRO process, an additional circa 10 metre section of on-street parking bay is proposed to be provided on Oaks Road, which will create space for x2 extra cars to park for local residents with parking permits.
113. The existing on-street parking layout on Oaks Road has been submitted and demonstrates existing capacity for x9 cars within the marked parking bays, based on a standard 5 metre vehicle length. The proposed on-street parking layout on Oaks Road has also been submitted and demonstrates a proposed capacity for x11 cars to park within marked parking bays post-development. In total therefore, the proposals would

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deliver an increase of x2 marked parking spaces on Oaks Road post-development, for use by local residents.

114. It is also a material consideration that the existing residential properties on the application site (to be demolished) exert an existing parking demand and that only x1 of these properties (No.19 Oaks Road) benefits from off-street parking. As such the proposals would remove the on-street parking demands associated with these properties, which is likely to amount to a reduction of x7 spaces based on 2011 Local Census data.

Parking

115. The existing church is currently used for various community and church activities throughout the week, as well as for occasional events such as weddings. The application site was previously used for the main Sunday services, accommodating a congregation size of up to x450 people. However, due to the growth of the Coign Church community and subsequent capacity constraints at the application site, the main Sunday services are currently held (and have been since 2008) at the HG Wells Conference Centre in Woking. Sunday services take place at 0900 hours and 1100 hours, with each service lasting approximately 1.5 hours. The applicant states that there are currently in the order of x300 - x350 attendees at each of the Sunday services and some x800 members of the church community in total.
116. The redeveloped site will provide improved facilities for existing church activities and community groups throughout the week and will also enable the main Sunday services to be re-located back to the application site from the HG Wells Conference Centre. The redeveloped site will enable an increase in capacity to x875 persons at any one time, including x675 adults and x200 children across both the auditorium and existing church building. The main church services will occur on Sundays at 0900 hours and 1100 hours, as existing, and these services would represent the peak period of activity at the application site.
117. A total of x22 marked car parking spaces would be provided on-site, including x2 disabled bays, accessed by way of a relocated vehicular access from Oaks Road. The proposals would also be capable of delivering, subject to separate Traffic Regulation Order consent from the County Highway Authority, a post-development net increase in the number of on-street parking bays along Oaks Road due to the relocation of the vehicular access and the opportunity to revise the on-street Oaks Road parking layout.
118. It is a material consideration, albeit of limited weight as previously set out, that in 2015 the Local Planning Authority resolved to grant planning permission (Ref: PLAN/2014/0941), subject to the completion of a Section 106 Legal Agreement, for a mixed-use development comprising a new class D1 community building (including an auditorium for x850 persons) and x85 private residential dwellings (class C3). That scheme included an x82 space car park, including x41 spaces for the redeveloped Coign Church facility and x32 spaces for the x85 residential dwelling on a permit basis (0.37 spaces per dwelling). The associated access / egress from the car park proposed as part of that scheme was also via Oaks Road, commensurate with the current application. It is significant therefore that the current application represents a lower quantum of development than has previously been accepted by the Local Planning Authority in terms of highways implications.

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119. Policy CS18 sets out the general approach to car parking standards. SPD Parking Standards (2018) was updated and recently adopted during April 2018. In recognising that urban centres have high accessibility, and to promote a shift in behaviour towards other, more sustainable, transport modes, it implements maximum car parking standards for non-residential development, including consideration of zero parking within Woking Town Centre (within which the Coign Church site is predominantly located or on the immediate fringe of). The SPD standard for places of worship is 1 car space per 10 seats or individual assessment / justification. The SPD states that a 50% reduction to Part D Use Classes applies within Woking Town Centre. Therefore the maximum parking standard is reduced to 0.5 spaces per 10 seats. Adequate accessible parking should also be provided to meet the needs of people with disabilities. Cycle spaces for places of worship are individually assessed. The proposal would accommodate x875 persons at any one time, including x675 adults and x200 children. A maximum of x34 car on-site parking spaces could therefore be provided (based on x675 seats). The proposal accords with this maximum provision by providing x22 parking spaces (including x2 disabled spaces).
120. The application site is situated within a Controlled Parking Zone (CPZ) - Area 3. Goldsworth Road and Poole Road (located to the south of the site) accommodate a range of voucher parking / permit holder / pay and display parking spaces, enforceable between 0830 and 1800 hours Mondays to Saturdays. Oaks Road and Vale Farm Road accommodate permit holder only bays, also enforceable between the hours of 0830 and 1800 Mondays to Saturdays. There are no restrictions to loading activity on Oaks Road or on Goldsworth Road, however Church Street West is subject to loading restrictions between 0830 and 0930 hours and 1630 and 1800 hours, Mondays to Fridays.
121. Woking Town Centre has several public car parks, all of which are operational on Sundays, and which currently provide circa x3,800 parking spaces. The use of these car parks to accommodate the future, and existing, parking demands from the application site fully accords with Policy CS18 and SPD Parking Standards (2018). Given that this is an entirely non-residential proposal, SPD Parking Standards (2018) suggests that an entirely car free scheme (ie. no on-site car parking provision) would potentially be justifiable through the use of these existing public car parks within Woking Town Centre.
122. The HG Wells Conference Centre has no dedicated on-site car park and as such the vast majority of those attending the Sunday services associated with the Coign Church currently park within Woking Town Centre public car parks. The travel survey undertaken included questions relating to where those persons currently park when attending the Sunday services at the HG Wells Conference Centre, and demonstrate that the vast majority (93%) of those driving to Sunday services at the HG Wells Conference Centre park within Woking Town Centre public car parks, predominantly the Victoria Way Car Park. It is also noted that church goers are provided with free-of-charge parking, in order to attend Sunday services, by Woking Borough Council within the Victoria Way and Brewery Road car parks within Woking Town Centre. Members of the church obtain a ticket when they park within these locations and then get the ticket validated by the church before leaving at the end of their service. Whilst this isn't a 'sustainable transport' measure the church does generate a large number of car trips, which all require parking, and many of these trips are classified as multi-occupancy vehicle trips.
123. The travel survey undertaken also asked the congregation where they would park if Sunday morning services were to be relocated back to the application site from the

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HG Wells Conference Centre. Applying these responses to the projected future number of car drivers (x321 cars / x875 persons), and excluding the effect of the proposed Travel Plan measures, the responses indicate that x131 of the projected x321 cars will still be projected to park within public car parks within Woking Town Centre without any requirement for further information or encouragement.

124. The results show that some 60% of car drivers (equivalent of x192 cars post-development) are currently unsure of where they would park, or are considering parking elsewhere (in relation to where they currently park to attend the HG Wells Conference Centre), following the relocation of Sunday services back to the application site. In order to mitigate this the applicant has proposed, in the circa 6 months build-up to relocation of Sunday services back to the application site, to undertake extensive communication amongst the church community to raise awareness of the location and walking routes between the various public Woking Town Centre car parks and the application site, and their duties as a good neighbour and member of the community. These proposed measures are to include the provision of maps, leaflets, emails and signage as necessary to ensure that this is fully communicated to all church members and would be incorporated and continually monitored as part of the proposed Travel Plan.
125. The Shoppers (Red) car park is located within 350 metres of the application site by foot (an average 5-minute walk) and has existing capacity for circa x851 cars. The other Shoppers car parks (Blue and Yellow) are also situated a short walk from the application site (circa 5-minute walk) and together provide an additional existing circa x1,425 car parking spaces. As such there is an existing total of circa x2,250 car parking spaces located within public car parks within a 5-minute walk of the application site. All of the various public car parks identified by the submitted Transport Assessment are located within a circa 10-minute walk of the application site, including the Victoria Way car park where the majority of the church congregation currently park in any event when attending HG Wells Conference Centre.
126. The Sunday morning (0900 and 1100) services occur at times when the background residual parking demands within Woking Town Centre are at a very low level. Many of the public car parks are heavily used for parking amongst those working within Woking Town Centre during the week and as such these associated demands are removed at weekends. Furthermore, the peak shopping and theatre day within Woking Town Centre is Saturdays, with a reduced level of parking demand on Sundays, particularly during Sunday mornings. As such the use of the public car parks to accommodate future parking demands during the Sunday morning services is complementary to the times of existing parking demands within Woking Town Centre and therefore represents an efficient use of these existing parking spaces, in accordance with Policy CS18, SPD Parking Standards (2018) and the NPPF (2018).
127. In order to establish existing demands within these Woking Town Centre car parks on a Sunday morning, snapshot parking demand surveys were undertaken by Modal Data (an independent survey company instructed by the applicant's transport consultant) at hourly intervals on Sunday 4th March 2018 (between 0800 and 1300 hours) through use of the Woking Borough Council 'live parking' online application. The results are included within the submitted Transport Assessment and demonstrate that x2,750 spaces are available across the car parks in the hour period prior to the 0900 Sunday service and that x2,486 spaces are available across the car parks within the hour period prior to the 1100 Sunday service. This excludes any allowance for the Brewery Road and Heathside car parks (also within a 10-minute walking distance of the application site), for which data is not available. The period of peak parking

demand at anytime was at 1300 hours, however even at this time there were still x1,300 spaces available. It is also of note that the Shoppers car parks alone had x1,997 spaces available prior to the 0900 Sunday service and x1,910 spaces available prior to the 01100 Sunday service. On this basis it is apparent that there is significant capacity available within the Woking Town Centre public car parks to easily accommodate any additional parking demands associated with these proposals.

128. In addition to the Woking Town Centre public car park surveys, Modal Data Ltd was also instructed (by the applicant's transport consultant) to undertake on-street parking beat surveys within 200 metres of the application site to establish existing capacity / demand on-street at hourly intervals between 0800 and 1300 hours on Sunday 4th March 2018. The results within the submitted Transport Assessment show a high level of parking stress on the local road network, particularly on Goldsworth Road, Oaks Road and Vale Farm Road, which appears to relate to overnight parking amongst existing local residents as it is identified as occurring from the 0800 beat count onwards. As such, it is apparent that prior to commencement of the 0900 hours Sunday service at the application site, there would be insufficient on-street parking capacity to accommodate the cars of church attendees in any event, with the available on-street capacity already having been taken by local residents. The parking restrictions are 0830 and 1800 Monday to Saturday for local permit holders only, with residents parking in these spaces on Saturday evening and remaining parked overnight.
129. The approach of the submitted Travel Plan is to reduce reliance upon the private car, and particularly single occupancy private car trips, through two objectives; (i) to increase the take up of sustainable travel to and from the application site and promotion of healthy lifestyles and (ii) provision of on-site infrastructure to facilitate take up of sustainable travel. The site specific targets of the submitted Travel Plan are (i) to decrease the proportion of journeys made by single occupancy car from 14% to 12% in year 3 and 11% in year 5 (ii) to increase the average car occupancy rate from 2.36 to 2.6 people per vehicle by the end of year 5 and (iii) to increase the proportion of people walking and cycling by 3% by the end of year 3 and 5% by the end of year 5.
130. The most significant measure to actively encourage sustainable travel to and from the application site is a communication plan, which would be implemented circa 6 months prior to the church's relocation of Sunday services back to the application site, and implemented as part of the church's duty as a good neighbour and member of the community. This would take the form of extensive communication amongst the church community to raise awareness of the location of sustainable transport options, as well as walking routes between the various Woking Town Centre public car parks and the application site, and include the provision of maps, leaflets, emails and signage.
131. In terms of the provision of on-site infrastructure to facilitate sustainable travel the submitted Travel Plan sets out that this would include car park management measures, covered and secure cycle parking, cycle puncture repair kit, pump and geared cycle maintenance equipment being made available on-site, an on-site shower area for cyclists (likely within the disabled toilets), a travel poster and a travel information point.
132. Policy CS22 of the Woking Core Strategy (2012) encourages the provision of electric vehicle charging points, details of which are set out within SPD Climate Change (2014). As the on-site parking spaces are intended for church employees / visitors, it is considered that x1 active charging point and x2 passive charging points should be

provided on-site. The provision of electric vehicle charging points can be secured via recommended condition 18.

133. The County Highway Authority (Surrey County Council) has considered the submitted Transport Assessment and Travel Plan and raise no objection subject to recommended conditions. Overall, for the reasons discussed, it is considered that the quantum of on-site parking proposed is acceptable, taking into account the objectives of the NPPF (2018) and Woking Core Strategy (2012) to influence a shift in behaviour towards other, more sustainable, transport modes, the highly accessible Woking Town Centre location, the abundance of opportunities to use nearby public and other modes of transport, and the measures to encourage sustainable travel as set out within the submitted Travel Plan (as required by Policy CS18), and would not give rise to unacceptable highway safety or general amenity issues.

Alternative modes of travel

Walking and cycling

134. It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The local highway network is subject to a network of good quality footways and pedestrian crossing facilities, which connect to the centre of Woking and various car parks and public transport connections. A zebra crossing is provided at the application site frontage across Goldsworth Road, while a pedestrian wayfinding post is also provided on Goldsworth Road opposite the site frontage. The wider pedestrian and cycle infrastructure within Woking Town Centre is currently undergoing significant public realm improvements.
135. There are a range of cycle routes within the vicinity of the application site, including the Surrey Cycleway, which is accessible from the centre of Woking and continues through Ripley and Clandon to the south and Horsell and Egham to the north. National Cycle Road 221 is accessible via Victoria Way and operates along the Basingstoke Canal as a traffic-free route between Brookwood and West Byfleet. A range of additional interconnecting local cycle routes are available within Woking, namely the 'Planet Trails'. In particular, the 'Pluto' cycle trail operates along Goldsworth Road / Poole Road close to the application site as a formal cycle route between the centre of Woking and Knaphill / Wych Hill and incorporates a range of on-carriageway and off-carriageway sections.
136. No cycle parking standards are specified within SPD Parking Standards (2018) for places of worship however there is sufficient space on-site to provide cycle parking to accommodate any likely demands, details of which can be secured via recommended condition.

Rail

137. Woking rail station is located a walking distance of approximately 500 metres from the application site (a circa 6 minute walk) and is accessible from the application site via the existing network of footways and pedestrian crossings on Goldsworth Road. This distance is well within an 800 metre 'acceptable' walking distance as recommended by the Chartered Institute of Highways and Transportation (CIHT). This rail station provides access to a wide range of high-frequency South Western Railway services to various local and regional destinations, which includes fast, direct services to Clapham Junction and London Waterloo and services to Guildford, Surbiton,

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Weybridge, Alton and Portsmouth Harbour. Services to and from London Waterloo operate at a typical frequency of every 10 to 15 minutes on Sundays with a typical journey time of 30 minutes. Services to Guildford operate at a typical frequency of every 30 minutes on Sundays with a typical journey time of 8 minutes.

Bus

138. The nearest bus stop to the application site is on Woking High Street, approximately 250 metres to the east of the site and within the CIHT's recommended 400 metres walking distance to a bus stop. The 'High Street Link Road' bus stop was recently implemented and provides high quality waiting and accessibility infrastructure, including a shelter, seating, raised kerbing and real time bus information. It is directly accessible from the application site via the existing footways and crossing provision on Goldsworth Road and Victoria Way. This bus stop serves many local bus routes.
139. Overall it is evident that there are a wide range of alternative modes of travel to the private car available within the local area, including public transport services which operate on Sundays, the day of peak activity.

Trip generation

140. The submitted Transport Assessment sets out the estimated multi modal trip generation associated with the proposals during the peak Sunday morning period of operation. The other various church and community activities that currently occur at the site throughout the week would continue as existing post-development with a nil-detriment trip impact in this respect. The net impact of the proposals at the site is therefore related solely to the relocation of the main Sunday services back to the application site from the HG Wells Conference Centre.
141. It is important to note that the proposals will not directly generate additional trips on the wider transport network. Those attending the application site will be those that currently attend, or could currently attend, services at the HG Wells Conference Centre in any event and are therefore travelling locally at the current time regardless. The proposals would also not be anticipated to increase the size of the church community (currently circa x800) over and above the level that would be expected without the implementation of the proposals. In order to ascertain the travel modes amongst the existing congregation at the HG Wells Conference Centre, travel surveys were distributed amongst the congregation at each Sunday service (0900 and 1100) on Sunday 4th March 2018, a normal day of services at the church. It is apparent that whilst the majority of the congregation travel to and from services by private car, there is a large element of car sharing (an average of 2.34 persons per car). It is also noteworthy that 12% of the congregation walk to and from the services.
142. It is apparent that of the maximum proposed x875 persons attending the application site in future, x752 are envisaged to travel by car, totalling x321 cars (average of 2.34 occupants per car). There would be some x105 arrivals on foot and some x18 arrivals by public transport, although these figures do not account for the effect of the proposed Travel Plan measures however, which would primarily seek to reduce reliance upon private car use and increase the use of non-car modes of transport. In terms of the net increase against the existing capacity at the application site (x450 persons), the proposals would result in some x366 additional person trips by private car, amounting to x156 vehicular arrivals.

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143. It is also noteworthy that the level of trip generation falls below that associated with the previous planning application at the site (Ref: PLAN/2014/0941), which included an x850 person auditorium and x85 residential dwellings, and received a resolution to grant planning permission subject to the completion of a Section 106 Legal Agreement. Moreover, that application (Ref: PLAN/2014/0941) would also have generated trips during the weekday highway network peak hours associated with the x85 residential dwellings.
144. In terms of the walking and public transport trips the local pedestrian, cycling and public transport infrastructure within the vicinity of the application site is of a good standard and could easily accommodate this additional level of trips.
145. In terms of the additional vehicular movements, these would be occurring on a Sunday morning, well outside of the peak hours on the highway network. These trips would be managed to take place to and from the existing Woking Town Centre public car parks as opposed to the areas in the vicinity of the application site.

Servicing trips

146. The site would not generate a material increase of servicing trips and would generate in the order of x1 to x2 delivery trips per week of refreshments and other supplies, which are anticipated to take place in panel / box vans or other rigid delivery vehicle. These trips would be pre-booked to occur outside of peak times on the local highway network and would take place from the servicing entrance from the Goldsworth Road / Church Street West mini-roundabout.
147. In terms of refuse collections, these currently take place once a week at the site from the Goldsworth Road / Church Street West entrance from the mini-roundabout. Refuse vehicles currently reverse into the application site from the highway network. Post-development refuse collections would take place on-street from Oaks Road, thereby removing the undesirable incidences of refuse vehicles reversing into the site from the Goldsworth Road / Church Street mini-roundabout. The proposed on-street refuse collection arrangement from Oaks Road is in accordance with the arrangement for the existing residential properties on both Oaks Road and Vale Farm Road. Refuse vehicles currently access these residential areas to the north by way of the one-way entry point from the Morrison's roundabout, with all vehicles then egressing via Vale Farm Road and Oaks Road adjacent to the application site. As such, the proposals would not require any alterations to the existing route that refuse vehicles take. The proposals are not anticipated to require any increase in the frequency or duration of collections. It is also of note that refuse collections and deliveries for the adjacent Pizza Express restaurant also appear to take place on-street from Oaks Road.
148. The County Highway Authority (Surrey County Council) has concluded that there are no objections from a highway and transportation perspective subject to recommended conditions 10, 11, 12, 13, 14, 15, 16 and 17, and recommended informatives. The proposed development is therefore considered to comply with Policy CS18 of the Woking Core Strategy (2012) and also the provisions of the NPPF (2018).

Biodiversity and protected species

149. The NPPF (2018) states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Circular 06/05 - Biodiversity and Geological Conservation also requires the impact of a development on protected species to be

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established before planning permission is granted. This approach is reflected within Policy CS7 of the Woking Core Strategy (2012).

150. The application site comprises of a church and ancillary buildings and includes residential dwellings with associated gardens and hardstanding. The immediate surroundings consist of residential and commercial properties and are highly urbanised. Part of the application site forms residential garden land. Due to the existing nature and location of the application site the key consideration in this instance, with regard to biodiversity and protected species, relates to bats.
151. A Bat Roost Assessment, dated March 2018, has been submitted with the application. No direct evidence of bats was found within the buildings on site although x2 buildings were not able to be internally assessed due to the absence of any loft hatches. Any loose wooden hanging tiles around the church were visually inspected with a high-powered torch, if they could be reached. No evidence of roosting bats was identified behind the wooden hanging tiles. The submitted Bat Roost Assessment notes that the condition of the buildings has deteriorated since previous surveys were carried out during 2013 (in relation to a previous planning application) and that the number of suitable roosting features, such as slipped or missing roof tiles, had increased. Due to this, and the lack of access to the loft space of two of the buildings, further survey work was recommended to rule out the presence or (likely) absence of bats roosting on the application site.
152. A further Bat Survey Report, dated June 2018, has therefore been submitted, detailing bat emergence and re-entry surveys undertaken during May and June 2018. No bats were observed emerging or returning to any of the buildings during the surveys and therefore no constraints exist with regards to bats roosting on site. Whilst one species of bat was recorded around the site during the surveys (common pipistrelle), given the low numbers recorded (<10 passes per hour), it is considered unlikely that the application site represents a significant foraging resource for the local bat population.
153. Surrey Wildlife Trust have advised the Local Planning Authority that the submitted Bat Survey Report, dated June 2018, appears appropriate in scope and methodology, has not identified active bat roosts within the buildings proposed to be demolished, and therefore that bats do not appear to present a constraint to the proposed development. Surrey Wildlife Trust have advised however that bats are highly mobile, and move roost sites frequently, and therefore that a precautionary approach to the removal of roof tiles should be implemented (an informative is recommended to this effect). Surrey Wildlife Trust has also provided comments regarding precautionary measures in relation to nesting birds and biodiversity enhancements.
154. Surrey Wildlife Trust also comment that the proposed development offers opportunities to restore or enhance biodiversity, and that such measures will assist in off-setting any localised harm to biodiversity caused by the development process, recommending that the proposed development should incorporate the following:
 - Provision of bird and bat boxes.
 - Replacement tree and shrub planting to consist of native species, preferably of local provenance and focussing on nectar-rich flowers and/or berries as these can be of considerable value to wildlife.It is considered that these measures to restore or enhance biodiversity can be secured via recommended conditions 06 and 33.
155. Overall, subject to recommended conditions 06 and 33, the impact of the proposal with regard to biodiversity and protected species is considered to be acceptable and

to comply with Policy CS7 of the Woking Core Strategy (2012), the provisions of the NPPF (2018) and Circular 06/05 - Biodiversity and Geological Conservation.

Arboriculture

156. Policy CS21 of the Woking Core Strategy (2012) requires proposals for new development to include the retention of any trees of public amenity value. Policy DM2 of the Development Management Policies DPD (2016) states that the Council will require any trees to be retained to be adequately protected to avoid damage during demolition and construction. A Tree Survey & Arboricultural Implications Assessment has been submitted with the application. There are no trees protected by Tree Preservation Order (TPO) within, or adjacent to, the application site, nor is the application site located within a Conservation Area. The trees and tree groups within the site vary in species and quality and mostly consist of ornamental parkland species.
157. To accommodate the proposed development, x7 trees are proposed to be removed from the application site (T1, T2, T4, T5, T6, T18 and T19), all of which are Category C (trees of low quality) trees. Additionally some category C clipped hedgerows (H1 and H2) will require removal to facilitate the proposals; these hedgerows are predominantly located within the rear garden areas of Nos.5-19 Oaks Road (inclusive) (to be demolished) and therefore have very limited public amenity value.
158. Some of the existing trees on the application site will be pruned to facilitate the development but this is not considered to detract from the health or appearance of the relevant trees. The proposed development will result in some incursions to the root protection area of retained trees but these incursions are considered to be minor, relating to the formation of new/replacement block paving, and condition 32 is recommended to secure further details of these works.
159. Notwithstanding the removal of x7 trees from the site, those trees of the greatest public amenity value will be retained, including the group of Birch/Cedar/Beech trees located on the corner of Goldsworth Road and Oaks Road (T24 to T29) and the prominent Liquidambar tree (T21) fronting Church Street West. Furthermore indicative landscaping shown on the submitted plans indicates replacement tree planting of circa x7 trees along the Oaks Road frontage in order to mitigate the trees to be removed, details of which will be secured via the recommended planting details condition (condition 06 refers). It is considered that, subject to appropriate replacement tree planting, the proposal should result in no significant net loss of trees.
160. The Council's Arboricultural Officer has advised that the arboricultural information submitted is acceptable and should be complied with in full. The landscaping proposal is considered acceptable in principle and details of plant sizes, positions and quantities can be secured via recommended condition.
161. The arboricultural implications of the proposal are therefore considered to be acceptable and replacement tree planting would be capable of mitigating the loss of the trees to be removed in order to facilitate the development. Overall, in arboricultural terms the proposed development is considered to be acceptable and, subject to recommended conditions, to comply with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

Heritage, including archaeology

162. There are no statutory listed buildings within the application site and the application site is not located within, or adjacent to, a Conservation Area. The nearby building (Nos.65-77 Goldsworth Road) to the south-west of the application site is Locally Listed. For the purposes of the NPPF (2018) a locally listed building is a non-designated heritage asset, rather than a designated heritage asset. In relation to non-designated heritage assets Paragraph 197 of the NPPF (2018) states that in weighing applications that directly or indirectly affect non-designated heritage assets a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Policy CS20 of the Woking Core Strategy (2012) and Policy DM20 of the Development Management Policies DPD (2016) both relate to heritage assets and Policy DM20 states that proposals will be required to preserve and/or enhance the heritage asset, including its setting.
163. The proposal would not directly affect this non-designated heritage asset although has the potential to affect the setting (an indirect effect) of this non-designated heritage asset. The proposed external material alterations to the existing church building would not alter the form, scale or intrinsic appearance of the existing church building, such that the setting of Nos.65-77 is considered to be preserved. The proposed extension to the existing church building would be set away from Nos.65-77, with the existing building intervening, and therefore the setting of Nos.65-77 is again considered to be preserved in this respect.
164. The significance of the non-heritage asset of Nos.65-77 is its Townscape Merit, for which it is Locally Listed. Whilst the application site could be considered to form part of the visual setting of this non-designated heritage asset the application site is considered to have no particularly strong visual or physical relationship with Nos.65-77 Goldsworth Road and, taking into account that the existing Coign Church post-dates the construction of Nos.65-77, is not considered to have an economic, social or historical relationship with Nos.65-77.
165. The proposed auditorium would not appear within close proximity to Nos.65-77 in views achieved from Goldsworth Road, with its prominence in such views reduced due to the fall in ground level which occurs from south-to-north, although would appear more prominently in context with Nos.65-77 when viewed from Oaks Road. Whilst this would be the case, when viewed from Oaks Road the auditorium would be viewed in context primarily with the rear elevation of Nos.65-77, which has been subject to alteration over the passage of time and currently functions as a 'back of house' area serving Pizza Express and Archees. The rear elevation of Nos.65-77 is therefore considered to contribute in a more limited manner to the Townscape Merit of this building, for which it is Locally Listed. Therefore, in reaching a balanced judgement having regard to the scale of any harm or loss and the significance of the non-designated heritage asset, no harm or loss to the significance of the non-designated heritage asset of Nos.65-77 Goldsworth Road is considered to arise as a result of development within its setting.
166. In respect of archaeological impacts, the application site does not lie within a designated Area of High Archaeological Potential (AHAP) although an archaeological desk study has been submitted with the application to satisfy the requirements of Policy CS20 of the Woking Core Strategy (2012), with regard to application site area (which exceeds 0.4ha in this instance).

167. The County Archaeological Officer has commented that the Surrey County Council Heritage Conservation Team: Archaeology were previously consulted with regard to a planning application submitted for the application site during 2014 (Ref: PLAN/2014/0941), and that this previous planning application was submitted with an accompanying archaeological assessment, which has been provided as part of the current application. They comment that whilst the details of the current planning application differ to those outlined within the submitted archaeological report, the findings of the archaeological report remain in effect. With this as a consideration the County Archaeological Officer is satisfied that the previous recommendation that the application site does not carry an archaeological concern continues to apply. As a consequence no further archaeological consideration of the planning application is required.

Contamination

168. Paragraphs 178 - 180 of NPPF (2018) relate to contamination and advise that, in order to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate to its location, that the effects of pollution should be taken into account and that the responsibility for securing a safe development rests with the developer and/or landowner. Policy DM8 of the Development Management Policies DPD (2016) accords with the NPPF (2018) and seeks to ensure, amongst other things, that proposals for new development should ensure that the site is suitable for the proposed use.
169. The Council's Contaminated Land Officer has commented that they have reviewed the application and upon checking their records have identified the potential for ground contamination on, or within close proximity to, the application site due to the location of a former garage site adjacent to, but not within, the application site. Given the nature of the development proposed and information held on file to date the Contaminated Land Officer recommends the remediation strategy condition (condition 38 refers) and accompanying informative.
170. Subject to this recommended condition, the proposed development is considered to be acceptable and to comply with the provisions of the NPPF (2018) and Policy DM8 with regard to contamination.

Flood risk and drainage

171. The application site is located within Flood Zone 1, is not identified within the Council's Strategic Flood Risk Assessment (SFRA) (November 2015) as being at particular risk of flooding from surface water, or as having critical drainage issues. In accordance with the policies within the NPPF (2018) all forms of development are suitable within Flood Zone 1.
172. With regard to surface water drainage, in accordance with the NPPF (2018) and Policy CS9 of the Woking Core Strategy (2012), local planning authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SuDS). National government strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications from 6th April 2015.

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173. The application is supported by a SuDS proposal, which has been subject to amendment following the technical comments of the Council's Flood Risk and Drainage team during assessment of the application.
174. Due to the ground make-up below the application site disposal of surface water via infiltration is not feasible. Therefore surface water will be discharged into an existing surface water sewer. The peak discharge rates from the proposed development to the surface water sewer will be restricted to 5l/s for all storm events up and including the 1 in 100 year storm event with an allowance of 40% for climate change. Surface water storage is to be provided to ensure that additional volumes of surface water generated by the development do not adversely impact flood risk. Surface water attenuation will be provided in the form of a permeable sub-base and attenuation tank below the car park. SuDS features and associated flow control devices will be in place to support the proposed development prior to occupation of the auditorium or extension (whichever is the sooner). It should be noted that surface water runoff from the proposed extension to the existing church has also been accounted for and will feed into the SuDS system.
175. The Council's Drainage and Flood Risk team has considered the SuDS proposal and raises no objection subject to recommended conditions 34, 35, 36 and 37. The Lead Local Flood Authority (LLFA) (Surrey County Council) comment that, subject to the Council's Drainage and Flood Risk team being satisfied with the proposal, they have no further comments to make.
176. Overall, subject to recommended conditions, the impact of the proposal in terms of flood risk and drainage is considered to be acceptable and accord with Policy CS9 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

Sustainable energy

177. Policy CS22 of the Woking Core Strategy (2012) requires non-residential development of 1,000 sq.m or more (gross) floorspace to comply with BREEAM Very Good standards. The new church auditorium will provide 950 sq.m GIA and therefore the BREEAM standards are not triggered. In these circumstances, Policy CS22 encourages energy and water efficiency measures to be incorporated into development schemes where possible. The submitted Design and Access Statement sets out how these measures are proposed to be delivered, including a reduction of CO2 emissions from the development by at least 10% through the use of on-site renewables, and a strategy of increased thermal insulation and air-tightness of the building fabric. Water consumption is proposed to be reduced from the new WCs and urinals within the auditorium by selecting leak-free syphon based WCs with 3 litre/dual flush cycles, and air-flush urinals.
178. The submitted Design and Access Statement sets out that the intermittent use of the auditorium establishes the need for a bespoke heating and cooling system that is not required to function all of the time, and that strategies such as under-floor heating are too slow to respond to unscheduled use, and the space is too large for traditional radiators to be effective. Also, due to the acoustic design of the building and the need to prevent / control noise breakout, there is no natural ventilation strategy that could be reasonably implemented.
179. As such, a system of mechanically controlled air heating and cooling ductwork has been designed, using a highly efficient air-handling system that has an >80% heat-recovery level, and which is linked to an air-to-water heat pump that can provide either

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heating or cooling as required, with a seasonal co-efficient of performance value of 300-500% depending on external conditions (meaning that they provide 3-5 times more heat per unit of electricity than a standard electric-based heater), and which will contribute to achieving a reduction in CO2 of at least 10%.

180. Policy CS22 also requires all new development to consider the integration of Combined Heat and Power (CHP) or other forms of low carbon district heating within the development because the application site falls within a 'potential district heat area' zone within Woking Town Centre, as identified within SPD Climate Change (2014), which means that it is required to be designed to be 'CHP ready' (i.e. able to connect to the future network).
181. The submitted Design and Access Statement sets out that the Coign Church have engaged in discussions with Thamesway Energy to assess the options of providing Combined Heat and Power (CHP) to the auditorium and existing building via the new service routes that are proposed to run from the new CHP station proposed at Poole Road to the Victoria Square scheme. The submitted Design and Access Statement sets out that the principle of integrating CHP into the Coign Church site is technically viable due to the close proximity of the service routes which are proposed to run below Church Street West when installed. However, it is stated that there are programme considerations regarding the auditorium potentially being completed in advance of the CHP services being in place, technical considerations regarding the effectiveness of the service in the intermittently used auditorium, and financial discussions regarding contract pricing, and that discussions about all three of these elements remain under-way. This matter will be updated at Planning Committee however it is considered that the proposal is capable of complying with Policy CS22.

Local finance considerations

182. The proposed development relates to Class D1 floorspace, which is Nil rated on the Council's Community Infrastructure Levy (CIL) Charging Schedule.

CONCLUSION:

183. Overall, subject to recommended conditions, the principle of development is considered to be acceptable. Furthermore the development is considered to result in acceptable impacts with regard to design and impact upon the character of the area, impact upon neighbouring amenity, noise, parking, highways implications and alternative modes of travel, biodiversity and protected species, arboriculture, heritage, including archaeology, contamination, flood risk and drainage and sustainable energy.
184. The proposal is therefore considered to accord with Policies CS1, CS2, CS9, CS10, CS11, CS18, CS19, CS20, CS21, CS22, CS24 and CS25 of the Woking Core Strategy (2012), Policies DM2, DM7, DM8, DM10, DM11, DM16 and DM20 of the Development Management Policies DPD (2016), Supplementary Planning Documents (SPD's) Design (2015), Parking Standards (2018), Outlook, Amenity, Privacy and Daylight (2008) and Climate Change (2013), Supplementary Planning Guidance (SPG) Heritage of Woking (2000), Sections 2, 7, 8, 9, 11, 12, 14 and 15 of the National Planning Policy Framework (NPPF) (2018) and the Planning Practice Guidance (PPG).

BACKGROUND PAPERS

Site visit photographs
x3 Letters of representation

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Site Notice (Major Development - dated 25.04.2018)
Site Notice (Departure from Development Plan - dated 25.04.2018)
Consultation responses from County Highway Authority (CHA) (SCC)
Consultation response from Environmental Health
Consultation response from Arboricultural Officer
Consultation responses from Surrey Wildlife Trust
Consultation responses from Drainage & Flood Risk Team
Consultation response from Contaminated Land Officer
Consultation response from Lead Local Flood Authority (LLFA) (SCC)
Consultation responses from Archaeological Officer (SCC)
Consultation responses from Thames Water Development Planning
Consultation response from Planning Policy

RECOMMENDATION

Grant planning permission subject to the following recommended conditions:

Time limit

01. 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 and documents

02. The development hereby permitted shall be carried out in accordance with the following approved plans and documents numbered/titled:

A17659 01 010 (Site Plan with Topographical Survey As Existing), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 01 100 (Existing Ground Floor Plan Coign Church Chapel Building), dated Apr 2018 and received by the Local Planning Authority on 19.04.2018.

A17659 03 001 (Site Location Plan), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 010 (Site & Block Plan As Proposed), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 016 (Proposed External Works & Landscaping Strategy Sheet 1 of 2), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 020 (Site Long Sections As Existing & Proposed), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 032 (Section Thro Mezzanine), dated August 2018 and received by the Local Planning Authority on 07.08.2018.

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A17659 03 100 (Proposed Ground Floor Plans New and Existing Chapel Buildings), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 110 (Proposed First Floor Plan & Cross Sections New Chapel Buildings), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 120 (Proposed Roof Plans New & Existing Chapel Buildings), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 300 (Proposed Elevations - 1 of 2 New Chapel Building), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 301 (Proposed Elevations - 2 of 2 Coign Church Building Extension and Re-Cladding), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 303 (Existing Elevations Coign Church Building), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

W01767-SWH-XX-XX-DR-C-0500-P05 (Proposed Drainage Strategy), dated 08/08/18 and received by the Local Planning Authority on 08.08.2018.

2018/4127/004 (Swept Path Analysis), dated May 2018 and received by the Local Planning Authority on 31.05.2018.

Design and Access Statement by Plan A UK Limited (Ref: A17659.03.30A), dated April 2018 and received by the Local Planning Authority on 13.04.2018.

Supporting Information by Plan A UK Limited (Ref: A17659.03.31), dated June 2018 and received by the Local Planning Authority on 11.06.2018.

Noise Impact Assessment by Cole Jarman Limited (Ref: 17/0657/R1), dated 04 April 2018 and received by the Local Planning Authority on 13.04.2018.

Transport Assessment (including the drawings numbered/titled: 2018/4127/001 (Existing Access and Parking Restrictions on Oaks Road) 2018/4127/002 (Proposed Access and Parking Arrangement on Oaks Road) and 2018/4127/003 (Parking Swept Path Analysis)) by Russell Giles Partnership (RGP) Limited (Ref:PLNA/18/4127/TA01), Issue 1 dated 28/03/2018, received by the Local Planning Authority on 13.04.2018.

Framework Travel Plan by Russell Giles Partnership (RGP) Limited (Ref: PLNA/18/4127/TP02), Issue 2 dated 29/05/2018, received by the Local Planning Authority on 31.05.2018.

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

External materials

03. ++ Notwithstanding the external material details annotated on the approved plans/documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to the auditorium hereby permitted details and a written specification of the materials to

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be used in the external elevations of the building hereby permitted (including RAL colours for window/door frames and full details of the metal standing seam roof) shall be submitted to and approved in writing by the Local Planning Authority. This shall include the provision of a minimum of two sample panels (each measuring at least 1.2m x 1.2m) on the application site for the approval of the Local Planning Authority (showing two differing brick selections and mortar colourings – each including an example of the sawtooth dentil brick courses) and a sample panel (measuring at least 1.2m x 1.2m) on the application site for the approval of the Local Planning Authority showing the proposed timber cladding. The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

04. ++ Notwithstanding the external material details annotated on the approved plans/documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to the existing church building details and a written specification of the materials to be used in the external elevations of the development hereby permitted (including RAL colours for window/door frames and full details of the metal standing seam roof) shall be submitted to and approved in writing by the Local Planning Authority. This shall include the provision of a sample panel (measuring at least 1.2m x 1.2m) showing the proposed timber cladding on the application site for the approval of the Local Planning Authority. The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Hard landscape and planting

05. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the installation of any facing 'hard' landscape works hereby permitted full details and/or samples of the facing materials to be used for the 'hard' landscape works shall be submitted to and approved in writing by the Local Planning Authority. The 'hard' landscape works shall thereafter be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the details of facing materials. Thereafter the 'hard' landscape works shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

06. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the

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sooner) a detailed planting scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed planting scheme shall be in general accordance with the approved plans numbered/titled 'A17659 03 016 (Proposed External Works & Landscaping Strategy Sheet 1 of 2)' and 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)' and shall specify species, planting sizes, spaces and numbers of trees/shrubs/hedges to be planted. The detailed planting scheme shall include full details of tree pits (including sections) as required. All planting shall be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the planting scheme. 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 (November - March) with specimens of the same size and species unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Details of canopy / means of enclosure

07. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, no means of enclosure shall be installed on the development site until typical elevations (at 1:100 or 1:50 scale and including finish and colour) of all means of enclosure (including gates) as annotated on the approved plans numbered/titled 'A17659 03 016 (Proposed External Works & Landscaping Strategy Sheet 1 of 2)' and 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)' have been submitted to and approved in writing by the Local Planning Authority. All means of enclosure (with the exception of that along the common boundary with No.21 Oaks Road, which is subject to a separate condition) shall be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the elevation and finish/colour details. Thereafter the means of enclosure shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

08. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the proposed new 1.8m treated timber close-boarded fencing shall be installed along the extent of the common boundary with No.21 Oaks Road (as annotated '05' on the approved plan numbered/titled 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)'). Thereafter this means of enclosure shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect No.21 Oaks Road from an undue loss of privacy, noise or light pollution in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

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09. ++ The proposed canopy (spanning between the existing church building and proposed auditorium) on the development shall not be installed on the development site until elevations/sections (at 1:100 or 1:50 scale and including external finish and colour) have been submitted to and approved in writing by the Local Planning Authority. The canopy shall be installed in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the elevation and finish/colour details.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Highways

10. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the proposed vehicular crossover to Oaks Road shall be constructed in accordance with the approved plans listed within condition 2 of this notice. The vehicular crossover to Oaks Road shall thereafter be permanently maintained in accordance with these approved details.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF (2018).

11. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the existing accesses from the development site to Oaks Road shall be permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF (2018).

12. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the bollards on Oaks Road and Church Street West shall be laid out within the development site in accordance with a scheme (including a timeframe for such) to be submitted to and approved in writing by the Local Planning Authority. Thereafter these bollards shall be permanently maintained in accordance with the approved details.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF (2018).

13. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) space shall be laid out within the development site (in accordance with the approved plans listed within condition 2 of this notice) for vehicles to be parked and for vehicles to turn so that they may enter and leave the development site in a forward gear. Thereafter the parking and turning areas shall be permanently retained and maintained for their designated purposes.

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Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF (2018).

14. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the proposed alterations to the existing on street parking bays and parking restrictions on Oaks Road, and the associated Traffic Regulation Orders shall be designed and implemented at the applicant's expense, in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. Thereafter the proposed alterations to the existing on street parking bays and parking restrictions on Oaks Road shall be permanently retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF (2018).

15. The development hereby permitted shall be undertaken strictly in accordance with the approved plan numbered/titled 'A17659.03.15 Rev A (Construction Management Strategy - Planning Application)', dated August 2018. Only the details shown/annotated on this approved plan shall be implemented during the demolition (including site preparation works) and construction of the development hereby permitted unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF (2018).

16. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the following facilities shall be provided in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority for:

- (a) The covered and secure parking of bicycles within the development site,
- (b) Facilities within the development site for cyclists to change into and out of cycling equipment / shower,
- (c) Facilities within the development site for cyclists to store cycling equipment,
- (d) Information to be provided to staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs

The approved facilities shall be provided prior to first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) and shall thereafter be permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order to promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

17. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the approved Travel Plan (as listed within condition 2 of this notice) shall be implemented. Thereafter the approved

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Travel Plan shall be maintained and developed to the satisfaction of the Local Planning Authority.

Reason: In order to promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

18. ++ Prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the sooner) details of x1 active electric vehicle charging point and x2 passive electric vehicle charging points to be provided within the car park shall be submitted to and approved in writing by the Local Planning Authority. The active/passive electric vehicle charging points shall be provided in accordance with the approved details prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) and shall thereafter be permanently retained in accordance with the approved details unless replaced with more advanced technology serving the same objective.

Reason: in the interests of achieving a high standard of sustainability and in accordance with the electric vehicle charging infrastructure requirements of Policy CS22 of the Woking Core Strategy (2012) and SPD Climate Change (2013).

Noise / external lighting / hours of operation

19. ++ Prior to the first beneficial use of the auditorium hereby permitted a verification report (appended with substantiating evidence), prepared by a suitably qualified and experienced acoustic consultant, demonstrating that the measures to acoustically insulate and ventilate the auditorium for the containment of internally generated noise as set out within the approved Noise Impact Assessment by Cole Jarman Limited (Ref: 17/0657/R1), dated 04 April 2018, have been fully implemented, shall be submitted to and approved in writing by the Local Planning Authority. The auditorium shall thereafter be permanently maintained in accordance with the approved details.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

20. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, no fixed plant and/or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed within the development site until full details, including acoustic specifications and measures to attenuate noise and vibration (including details of the proposed acoustic fencing to the external plant area) have been submitted to and approved in writing by the Local Planning Authority. Any fixed plant and/or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall thereafter be permanently maintained in accordance with the approved details.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

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21. ++ No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed within the development site without the prior written consent of the Local Planning Authority. Any sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall thereafter be permanently maintained in accordance with the approved details.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

22. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the sooner) a scheme for the installation of equipment to control emissions from the premises shall be submitted to, and approved in writing by, the Local Planning Authority. These measures shall be implemented fully in accordance with the approved scheme prior to the first beneficial use of the relevant part of the development hereby permitted. The outlet from any ventilation / extraction flue must finish at least one metre from openings such as doors and windows and be at least one metre above eaves level, to ensure the dispersal of fumes and odours away from neighbouring properties. Any flue ductwork must be mounted in such a way that any vibration or noise associated with mechanical ventilation / extraction is reduced to a level which does not cause a nuisance to neighbouring properties. All equipment installed as part of the scheme shall thereafter be permanently operated and maintained in accordance with the approved details.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from nuisance arising from noise, fumes, smell, smoke, ash, grit or other emissions in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

23. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, no external lighting shall be installed on the development site until details of any external lighting (to include a site layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles)), and making reference to agreed national or international standards for outdoor lighting such as The Institute of Lighting Engineers Guidance Note for Reduction of Light Pollution, have been submitted to and approved in writing by the Local Planning Authority. Any external lighting shall be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority. Thereafter the external lighting shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from nuisance arising from light spill in accordance with Policy CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

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24. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner), the refuse/recycling storage areas (as shown on the approved plans listed within condition 2 of this notice) shall be made available and thereafter permanently retained for use at all times unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the general amenity of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2012).

25. No additional floors, including mezzanine floors (other than as shown on the approved plans listed within condition 2 of this notice), shall be erected within the auditorium hereby permitted without express planning permission from the Local Planning Authority first being obtained.

Reason: To avoid the over-intensification of use of the development site in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012), SPD Parking Standards (2018), SPD Outlook, Amenity, Privacy and Daylight (2008) and the provisions of the NPPF (2018).

26. The auditorium hereby permitted shall only be used between 0800 hours and 2330 hours.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

27. The external seating area hereby permitted (annotated as '17' on the approved plan numbered/titled 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)) shall only be used between the following hours:

- Mondays to Fridays (inclusive): 0800 - 2100
- Saturdays, Sundays and Bank/Public Holidays (inclusive): 0830 - 2100

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

28. Deliveries shall only be taken at or despatched from the site only between 0800 and 2000 hours.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

29. ++ Prior to the first beneficial use of the auditorium hereby permitted a management plan shall be submitted to and approved in writing by the Local Planning Authority which shall set out measures to encourage users of the auditorium to consider the potentially adverse impacts of noise and disturbance upon nearby residential properties, particularly when entering and leaving the auditorium during more noise

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sensitive hours (ie. evenings). Such measures shall include the provision of suitable signage within the car park and signage applied to the exit doors from the auditorium and any measures which the applicant considers will assist in achieving this aim. The measures approved shall be implemented upon first beneficial use of the auditorium and thereafter be permanently maintained in accordance with the approved details.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

30. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) and the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Orders revoking or re-enacting these Orders with or without amendments) the use of the development hereby permitted shall be for place of worship/community purposes falling within Class D1, as defined within The Town and Country Planning (Use Classes) Order 1987 (as amended), and for no other purpose whatsoever without express planning permission from the Local Planning Authority first being obtained.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Arboriculture / biodiversity

31. Tree protective measures shall be carried out in strict accordance with the Tree Survey & Arboricultural Implications Assessment by RPS Group (Ref: JSL3060_771 A), dated 2nd August 2018, and the Tree Removal and Protection Plan by RPS Group (Ref: 701 A). A pre-commencement (including demolition and site preparation works) site meeting shall be convened including the Council's Arboricultural Officer, the project Arboricultural consultant and Project/Site Manager whereupon any arboricultural supervision can be agreed and any changes to tree protection details can be amended and agreed. No demolition, site preparation or construction works shall take place until the tree protective measures have been implemented. Any deviation from the works prescribed or methods within the Tree Survey & Arboricultural Implications Assessment by RPS Group (Ref: JSL3060_771 A), dated 2nd August 2018, and the Tree Removal and Protection Plan by RPS Group (Ref: 701 A) will require prior written approval from the Local Planning Authority.

Reason: To ensure the retention and protection of trees on adjacent to the development site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

32. ++ Foul and surface water drainage runs shall be undertaken strictly in accordance with the approved plan numbered/titled 'W01767-SWH-XX-XX-DR-C-0500-P05 (Proposed Drainage Strategy) unless otherwise first agreed in writing by the Local Planning Authority. Prior to any works within the Root Protection Area (RPA) of any tree to be retained (as shown on the approved Tree Removal and Protection Plan by RPS Group (Ref: 701 A)), including any revised foul/surface water drainage runs, any electricity/gas service runs, or the provision of any hard landscaping (including the

hard landscaping proposed within the RPA of T21 to be retained) full details of the method of construction shall be submitted to and approved in writing by the Local Planning Authority. The methods shall adhere to the principles embodied within BS 5837:2012, and the involvement of a suitably qualified and experienced arboricultural consultant will be necessary. The development shall thereafter be carried out strictly in accordance with the agreed details.

Reason: To ensure the retention and protection of trees on adjacent to the development site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

33. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the sooner) a scheme for the enhancement of biodiversity on the development site shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme of biodiversity enhancements shall include the following:
- Provision of bird and bat boxes.
 - Compensation for the trees and hedges that are proposed to be removed. Replacement planting should comprise native species when planting new trees and shrubs, preferably of local provenance and should focus on nectar-rich flowers and/or berries as these can be of considerable value to wildlife.

The biodiversity enhancements shall thereafter be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the details of biodiversity enhancements. Thereafter the biodiversity enhancements shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To contribute towards and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible in accordance with Policy CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2012).

Surface water drainage

34. All development shall be constructed in accordance with the submitted and approved Proposed Drainage Strategy (Ref: W01767-SWH-XX-XX-DR-C-0500-P05), dated 08/08/2018, and Micro Drainage calculations, dated 08/08/2018, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

35. ++ No development shall commence (with the exception of demolition and site preparation works) until construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement have been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall then be

constructed in accordance with the approved drawings, method statement and micro drainage calculations prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner). No alteration to the approved surface water drainage scheme shall occur without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

36. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved maintenance and management of the sustainable drainage scheme shall be implemented prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) and shall thereafter be permanently managed and maintained in accordance with the approved details. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the maintenance and management of the sustainable drainage scheme to be submitted for approval shall include:
- i. a timetable for its implementation,
 - ii. Details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
 - iii. A table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
 - 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.

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

37. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) a verification report (appended with substantiating evidence (including photographs), 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.

Reason: To ensure that the development achieves a high standard of sustainability, continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

Contamination

38. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise first agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority, and the written approval of the Local Planning Authority has been received. The remediation strategy should detail how the contamination shall be managed and shall be implemented in accordance with such details as may be approved. A remediation validation report shall then be submitted to the Local Planning Authority to demonstrate the agreed remediation strategy has been complied with. Should no ground contamination be readily identified during the development, confirmation of this should be provided in writing to the Local Planning Authority.

Reason: To comply with the provisions of the NPPF (2018) and Policy DM8 of the Development Management Policies DPD (2018) which require development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution.

Informatives

01. 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 NPPF (2018).
02. The applicants attention is specifically drawn to the planning conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the planning permission and the Local Planning Authority may serve Breach of Condition Notices (BCNs) to secure compliance. The applicant is advised that sufficient time needs to be allowed when submitting details in response to planning conditions, to allow the Local Planning Authority to consider the details and discharge the condition(s). A period of between five and eight weeks should be allowed for.
03. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
04. The applicant is advised that works related to the construction of the development, including works of demolition or preparation prior to building operations, should not take place other than:
- Mondays - Fridays (inclusive) working only between 0730 hours and 1800 hours
 - Saturday working only between 0800 hours and 1300 hours
 - No work to take place on Sundays or Bank/Public Holidays
- If works are intended to take place outside of the hours set out above the applicant should contact the Council's Environmental Health Service beforehand.
05. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring

that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This may involve the use of dust screens and / or utilising water supply to wet areas of the site to inhibit dust.

06. The applicant is advised that Part I of the Wildlife and Countryside Act 1981 makes it an offence to intentionally kill, injure or take any wild bird, or intentionally to damage, take or destroy it's nest whilst it is being built or in use. The applicant should take action to ensure that development activities, such as vegetation or site clearance, are timed to avoid the bird nest season of early March to August inclusive.
07. The applicant is advised that, whilst the submitted Bat Survey Report found no evidence of bats roosting on the development site, that bats are highly mobile and move roost sites frequently. Therefore unidentified bat roosts may still present. A precautionary approach to works should therefore be implemented. Works affecting the roofs and tiles should be done by hand to ensure any bats which may be sheltering beneath them will not be harmed. It will also be important to advise demolition/construction workers removing the tiles to lift each tile carefully before removal and to check the underside does not have a bat clinging to it before moving the tile away. Tiles should be lifted rather than slid along. Workers should keep watch for fur and should be informed that bats take up to half an hour to rouse from the deep sleep that they enter each day called torpor and hence can easily be damaged before they are able to move when disturbed. If a bat is seen work should cease immediately and advice sought from Natural England or a qualified specialist.
08. The planning permission hereby granted shall not be construed as authority to carry out any 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 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 <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
09. The applicant 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.
10. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.

4 SEPTEMBER 2018 PLANNING COMMITTEE

11. The applicant 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).
12. The applicant is advised that a standard fee may be charged for input to, and future monitoring of, the Travel Plan.
13. In seeking to address and discharge the “contamination remediation” condition above, the applicant’s attention is drawn to the fact that the application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. Visual and olfactory evidence of contamination can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/objects, metallic objects, staining and discolouration of soils, oily sheen on ground water and fragments of asbestos containing materials (ACMs) (Note: this list is intended to be used as a guide to some common types of contamination and is not exhaustive). In seeking to address the condition a photographic record of works should be incorporated within the validation report. Should no ground contamination be identified then a brief comment to this effect shall be required to be provided in writing to the Local Planning Authority. The Local Planning Authority cannot confirm that the condition has been fully discharged until any validation report has been agreed.

Dormy Cottage, **Jackmans Lane, St Johns,** **Woking**

PLAN/2018/0574

Erection of new 5-bedroom detached dwelling at Dormy Cottage, a new garage at Dinnet Cottage, a new carport at Dormy Cottage and associated improved access and relocated boundaries following demolition of two existing garages and two outbuildings at Dinnet Cottage and Dormy Cottage (Amended drawings).



PLAN/2018/0574



Dormy Cottage, Jackmans Lane

Deerstead Cottage

Hart Hill

Tiggers

Highlands

Conifers

Sunny Hill

Espaces

Freskin

JACKMAN'S LANE

Dinnet Cottage

Tallis

Wylde Green

Beech Cottage

Posts

Dormy Cottage

Ward Bdy

MP 0.75

Blackwood

Tanglewood

Wildways

Ravenswood

The Fairway

Whitelands

FAIRWAY CLOSE

Comments

Not Set



SCALE 1:1,250

0 5 10 20 30 40 Metres

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

4th SEPTEMBER 2018 PLANNING COMMITTEE

5f 18/0574 Reg'd: 04.06.18 Expires: 30.07.18 Ward: SJS

Nei. 23.08.18 BVPI Number 15/8 On No
Con. Target of Weeks Target?
Exp: on Cttee'
Day:

LOCATION: Dormy Cottage & Dinnet Cottage, Jackman's Lane, St Johns, Woking, Surrey, GU21 7QU

PROPOSAL: Erection of new 5-bedroom detached dwelling at Dormy Cottage, a new garage at Dinnet Cottage, a new carport at Dormy Cottage and associated improved access and relocated boundaries following demolition of two existing garages and two outbuildings at Dinnet Cottage and Dormy Cottage (Amended drawings).

TYPE: Full

APPLICANT: Mr Salvatore De Piano

OFFICER: Tanveer Rahman

REASON FOR REFERRAL TO COMMITTEE

The proposal involves the erection of a single dwelling which falls outside of the scheme of delegated powers.

RECOMMENDATION

GRANT planning permission subject to conditions and legal agreement.

PLANNING STATUS

- Urban Area
- Adjacent to Green Belt
- Adjacent to Site of Nature Conservation Importance
- Adjacent to Common Land
- Adjacent to Railway Line
- Archaeological Interest
- Thames Basin Heaths SPA Zone B (400m-5km)

SITE DESCRIPTION

The application site relates to garden land within the curtilage of part of Dormy Cottage and Dinnet Cottage. The site slopes down from Jackman's Lane and its southern boundary backs onto a railway line.

Dinnet Cottage's northern boundary is bounded by Jackman's Lane and the front (west) elevation of the house is accessed by a lane which leads off Jackman's Lane.

The property has a detached garage in the south east corner of its curtilage which is accessed directly from Jackman's Lane.

To the south of Dinnet Cottage is Dormy Cottage. The front (west) elevation of this house is also accessed by the lane which leads off Jackman's Lane. The property has a detached garage next to its side (north) elevation and a large garden which wraps around its rear and side (south) elevations

PLANNING HISTORY

Dormy Cottage & Dinnet Cottage

- PLAN/2016/1041: Demolition of existing detached dwelling house and garage. Erection of three detached dwelling houses with garages, access and landscaping. (amended red line, certificate and plans) - refused 01.02.2017 for the following reasons:

"01. The proposed development, by reason of its size, layout, design, height, scale and plot subdivision, is considered to result in an urbanising form of development which would fail to respect the prevailing semi-rural pattern and character of development in the area. The proposed development would therefore fail to make a positive contribution to the street scene and the character of the area contrary to Policies CS21 and CS24 of the Woking Core Strategy (2012), Policy DM10 of the Development Management Policies DPD (2016), Design SPD (2015) and the National Planning Policy Framework (2012).

02. In the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures, it cannot be determined that the additional dwellings would not have a significant adverse impact on the Thames Basin Heaths Special Protection Area, contrary to Policy CS8 of the Woking Core Strategy (2012), the Thames Basin Heaths Avoidance Strategy (2010 - 2015) and saved Policy NRM6 of the South East Plan (2009), the National Planning Policy Framework (NPPF) and the Conservation of Habitats and Species Regulations 2010 (SI No. 490 - the "Habitats Regulations")."

Dinnet Cottage

- PLAN/2017/0016: Creation of new access drive across common land to parking space in front garden - withdrawn 18.09.2017.
- PLAN/2014/0198: Erection of a two storey side extension - permitted 11.04.2014.
- PLAN/1999/0523: Erection of conservatory and bay window - permitted 05.08.1999.
- PLAN/1996/0851: Erection of new front porch and conservatory to the rear – permitted 14.11.1996.
- 77/0264: ERECTION GARAGE - permitted 01.04.1977.

Dormy Cottage

- 0015597: CONVERSION TO TWO SEMI-DETACHED HOUSES permitted 01.06.1962

PROPOSED DEVELOPMENT

(Case Officer's note: the LPA raised the following concerns about the scheme as it was originally submitted:

- *Overlooking towards Tallis's rear garden from the first floor front elevation window serving Bedroom 3.*
- *The garage intended to serve Dinnet Cottage would have an unacceptable impact on the character of the area by appearing too bulky. Furthermore, its size and design would enable it to be used as a separate residential unit which would not be acceptable in this location.*
- *The carport intended to serve Dormy Cottage would have 2.85m wide bays which are below the minimum width recommended in the Council's Parking Standards SPD (2018).*

The agent made the following main amendments to the scheme following these comments.

- *Bedroom 3 was moved to the rear of the house and its first floor front elevation window was removed.*
- *A chimney was added to the front elevation of the proposed house.*
- *Two high-level roof lights and a high level window were added to the side (east) elevation of the proposed house.*
- *The height of the garage intended to serve Dinnet Cottage was reduced.*
- *The width of the carport intended to serve Dormy Cottage was increased.*

It is this amended scheme which will be described below and assessed in the 'Planning Issues' section.)

The application proposes to demolish two existing outbuildings within the rear garden of Dormer Cottage and erect a two-storey, hipped roof, 5-bedroom, detached dwelling with an attached garage. The house is proposed to be accessed from the north east corner of the site which currently serves as the vehicular access to Dinnet Cottage. The curtilage of this new dwelling is proposed to be bounded from the rear garden of Dormy Cottage by close board fencing and from the rear garden of Dinnet Cottage and by a dwarf wall with panel fencing above it.

The application proposes to demolish Dormy Cottage's and Dinnet Cottages's existing garages and to erect a new detached garage directly to the east of this. This garage is intended to serve Dinnet Cottage and to be accessed via the lane which leads off Jackman's Lane.

The application also proposes a carport to the north west of the proposed house. This carport is intended to be used by Dormy Cottage and to also be accessed by the access at the north east corner of the site.

SUMMARY INFORMATION

Site area (part of Dinnet Cottage's curtilage and all of Dormy Cottage's curtilage)
0.234ha

Existing units	2 unit
Proposed units	3 units
Existing site density	8.5 dwellings/hectare
Proposed site density	12.8 dwellings/hectare

CONSULTATIONS

County Highway Authority (SCC): No objection.

Archaeological Officer (SCC): No objection.

Surrey Wildlife Trust: No objection.

LPA Senior Arboricultural Officer: No objection subject to condition.

Natural England: No response received.

LPA Senior Environmental Health Officer: No objection subject to condition.

LPA Chief Building Control Surveyor: *"The current application plans do not comply with B5, Paragraph 11.2 due to vehicle access for the dwelling house exceeding 45m. The plan is also not in accordance with paragraph 11.5 as turning facilities that are more than 20m long are not present. One way forwards may be to include a water suppression system in accordance Surrey Fire Brigade recommendations."*

Network Rail: No response received.

NEIGHBOUR REPRESENTATIONS

Two letters of objection were received following submission of the original scheme which made the following main statements:

- The proposed access is too narrow to provide access for fire engines and too far from the proposed house for a fire hose to reach.
- The proposed front gate would be out of character with the character of Jackman's Lane.
- The dormer in the proposed garage to serve Dinnet Cottage would create overlooking issues towards an objector's property.
- The proposal is better than the previously refused application at the site but still requires some amendments.
- The proposal would create more vehicle movements and would not improve vehicular access.
- The application has not provided great regard to biodiversity.
- The proposal would have a greater noise impact on neighbours.
- The proposed house should be situated further towards the south west.
- The proposed chimney should be situated on the opposite side of the house.

Neighbours were re-notified of the amended scheme. At the time of writing this report no further letters of representation had been received. The Committee will be updated verbally if any further representations are received.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (2018):

Section 5 - Delivering a sufficient supply of homes
Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 13 - Protecting Green Belt land
Section 15 – Conserving and enhancing the natural environment

Woking Core Strategy (2012):

CS1 - A Spatial Strategy for Woking
CS6 - Green Belt
CS7 - Biodiversity and nature conservation
CS8 - Thames Basin Heaths Special Protection Area
CS10 - Housing provision and distribution
CS11 - Housing mix
CS12 - Affordable housing
CS16 - Infrastructure Delivery
CS17 - Open space, green infrastructure, sport and recreation
CS18 - Transport and accessibility
CS21 - Design
CS22 - Sustainable Design and Construction
CS24 - Woking's Landscape and Townscape
CS25 - Presumption in Favour of Sustainable Development

Development Management Policies DPD (2016):

DM2 - Trees and landscaping
DM8 - Land Contamination and Hazards
DM10 - Development on Garden Land
DM13 - Buildings in and Adjacent to the Green Belt

Supplementary Planning Documents

Woking Design SPD (2015)

Outlook, Amenity, Privacy and Daylight (2008)

Parking Standards (2008)

Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015

Climate Change (2013)

Affordable Housing Delivery (2014)

PLANNING ISSUES

The main issues to consider in determining this application are the principle of development, impact on the Green Belt, impact on character, impact on trees, impact on neighbours, quality of accommodation, impact on car parking provision and highway safety, impact on sustainability and the impact on the Thames Basin Heaths Special Protection Area having regard to the relevant policies of the Development Plan.

Principle of Development

1. The NPPF and Policy CS25 of the Core Strategy promote a presumption in favour of sustainable development. The application site is located within an established residential area with good road links. For these reasons the site location is considered to be suitably sustainable in the defined urban area of Woking. The principle of erecting one residential dwelling on the site is considered acceptable subject to further material considerations as set out in this report.

Impact on the Green Belt

2. The closest part of the proposed development to the Green Belt land to the west would be the proposed detached garage which would be 9m at its closest point to the Green Belt. It is considered that this would not impact the openness or character of the Green Belt
3. It is therefore considered that the proposed development would have an acceptable impact on the Green Belt.

Impact on character

4. The proposed development would result in one additional dwelling on garden land within the curtilage of Dormy Cottage and garden land within the curtilage of Dinnet Cottage. Policy DM10 of the *Development Management Policies Development Plan Document* (2016) states that the principle of housing development on garden land is not unacceptable but only subject to four criteria. Two of these criteria relate to character and state that the development is acceptable providing:

“(i) it does not involve the inappropriate sub-division of existing curtilages to a size substantially below that prevailing in the area, taking account of the need to retain and enhance mature landscapes;

“(ii) it presents a frontage in keeping with the existing street scene or the prevailing layout of streets in the area, including frontage width, building orientation, visual separation between buildings and distance from the road;

“(iii) the means of access is appropriate in size and design to accommodate vehicles and pedestrians safely and prevent harm to the amenities of adjoining residents and is in keeping with the character of the area; and

“(iv) suitable soft landscape is provided for the amenity of each dwelling appropriate in size to both the type of accommodation and the characteristic of the locality.”

5. Jackman's Lane contains residential properties with varied footprints, some of these are bungalows and some are two-storey dwellings. Plots widths vary along the street as do the depths of the frontages to the dwellings. It is also noted that garden areas and layouts vary throughout Jackman's Lane. For these reasons it is considered that the layout of the proposed house and its associated rear garden and frontage as well as the proposed garage and carport would not be out of keeping with the wider street scene. It is also considered that they would not leave Dormy Cottage and Dinnet Cottage with garden areas and layouts out

of keeping the character of the street scene. It is therefore considered that the proposed development would comply with criteria (i) and (ii) of Policy DM10 of the DM DPD. Criteria (iii) will be addressed in the 'Impact on car parking provision and highway safety' section below and criteria (iv) will be addressed in the 'quality of accommodation' section below.

6. The NPPF points out that the overall scale, density, layout and materials of a proposed development should be guided by neighbouring buildings and the local area. *Woking Design SPD* (2015) echoes this guidance. Properties on Jackman's Lane vary in style although they are all generally of traditional character. The proposed house would have a maximum 25.2m width, 13.7m depth and 9.3m height. It would have a traditional form and character with an exterior materials palette of red facing brick, red hung tiles and red concrete interlocking roof tiles. The front elevation of the house would be approximately 1.25m lower than Jackman's Lane. It is considered that the combination of these factors would make the house appear in keeping with the character of the area subject to a condition requiring further details of external material. The proposed detached garage would have a 6.4m width, 7.7m depth and 5.1m ridge height. It would have a traditional form and character with an exterior materials palette of red facing brick and brown concrete interlocking roof tiles. It is considered that the combination of these factors would make the garage appear in keeping with the character of the area subject to a condition requiring further details of external materials. The proposed carport would have a 6.3m width, 6.6m depth and 4.75m ridge height. It would also have a traditional form and character with grey concrete interlocking roof tiles. It is considered that the combination of these factors would make the carport appear in keeping with the character of the area subject to a condition requiring further details of external materials.
7. The proposed development is therefore considered to have an acceptable impact on the character of Jackman's Lane subject to a condition 3 in respect of materials.

Impact on trees

8. The submitted Arboricultural Report Ref: 18 1527 states that no trees are proposed to be removed as part of the proposed development. The LPA Senior's Arboricultural Officer has raised no objection to the proposed protective measures contained report subject to condition.
9. The proposal is therefore considered to have an acceptable impact on trees subject to condition.

Impact on neighbours

10. The neighbours potentially most affected by the proposal are Tallis, Dormy Cottage and Dinnet Cottage.
11. The two roof lights and high-level first floor window in the east elevation of the proposed house would be just 1.5m from the side boundary with Tallis's rear garden. However according to the proposed section, the underside of the roof lights would be 1.7m from the floor level of the en-suite that they are intended to serve and the underside of the window would be more than 1.7m from the floor level of the dressing area it is proposed to serve. It is therefore considered that they would not create unacceptable overlooking issues towards Tallis but only subject to condition 5 requiring the 1.7m minimum height cill to be maintained.

The closest part of the first floor window in the west elevation of the proposed house to the side boundary with Dormy Cottage would be 10m. It is considered that this is far enough not to create unacceptable overlooking issues towards Dormy Cottage.

12. The proposed detached garage would pass the '45° test' as set out in the Council's SPD *Outlook, Amenity, Privacy and Daylight* (2008) towards all windows in the rear elevation of Dinnet Cottage and it would also pass the '25° test' as set out in the SPD towards the window in the side (south) elevation of Dinnet Cottage's conservatory. It is therefore considered that the proposed garage would not unacceptably impact the sunlight/daylight levels towards Dinnet Cottage. The proposed carport would pass the '25° test' towards the facing windows in the rear elevation of Dormy Cottage. It is therefore considered that the proposed development would not unacceptably impact the sunlight/daylight levels towards Dormy Cottage either.
13. The side (east) elevation of the proposed dwelling would have a 12.9m depth of wall which would be approximately 1.5m from the side boundary with Tallis. This depth would have an eaves height ranging from 4.0m - 5.0m. There would also be a chimney projecting of this wall with a width of 0.5m and a height of 8m. While it is noted that the proposed dwelling would be close to Tallis's rear garden it would be located towards the rear of this garden and not close to what is considered to be Tallis's main area of private amenity space. For these reasons it is considered that the proposed dwelling would not appear unacceptably overbearing towards Tallis. The proposed garage (intended to serve Dinnet Cottage) would have a 7.7m depth, a 2.4m eaves height and would be directly in line with Dinnet Cottage's rear garden. On balance it is considered that its massing and location would not make it appear unacceptably overbearing towards Dinnet Cottage. The proposed carport would have a 6.6m width, 4.7m ridge height, a 2.3m eaves height and would be directly in line with the north east corner of Dormy Cottage's rear garden. On balance it is considered that its massing and location would not make it appear unacceptably overbearing towards Dormy Cottage.

Quality of accommodation and private amenity space

14. The proposed dwelling is considered to achieve an acceptable size and standard of accommodation with acceptable quality of outlook to habitable rooms.
15. An Environmental Noise Survey and Noise Impact Assessment Report Ref: 23413/NIA1 Rev1 and a Train Induced Vibration and Assessment Report Ref:23413/VAR1 Rev1 were submitted with the application. The Council's Senior Environmental Health Officer reviewed this information and raised no objection subject to the information being complied with in full. It is therefore considered that the railway line would not have an unacceptable noise and vibration impact on the proposed dwelling.
16. *Outlook, Amenity, Privacy and Daylight* (2008) recommends that houses should have private amenity space that is at least equal in area to the footprint of the house and also in scale with the house. The proposed dwelling would have a footprint of 220sqm and a rear/side garden area of 470sqm. Dormy Cottage has a footprint of 205sqm and would be left with a rear/side garden with an area of 590sqm. Dinnet Cottage has a footprint of 73.5sqm and would be left with a rear garden with an area of 390sqm. All of the houses would therefore have private amenity space in line with guidelines in the SPD.

17. The proposed development is therefore considered to be acceptable in terms of quality of accommodation and private amenity space.

Impact on car parking provision & highway safety

18. *Parking Standards* (2018) recommends that a dwelling with five or more bedrooms should have a minimum parking provision for three cars. It also goes on to state that where a garage contributes to this provision each space should be at least 6m x 3m. The proposed dwelling's internal garage would have an internal area of 6m x 6m which is considered to provide space for two cars and it is considered that its driveway would have enough space to park more than one car. It is considered that the proposed detached garage at Dinnet Cottage and the proposed carport at Dormy Cottage would not lead to a loss of parking provision at these two properties.
19. The County Highway Authority (SCC) has raised no objection and has not recommended any conditions.
20. For these reasons it is considered that the proposed development would have an acceptable impact on car parking provision and highway safety.

Sustainability

21. Planning policies relating to sustainable construction have been updated following the Government's withdrawal of the Code for Sustainable Homes. Therefore in applying Policy CS22 of the Core Strategy, the approach has been amended and at present all new residential development shall be constructed to achieve a water consumption standard of no more than 105 litres per person per day indoor water consumption and not less than a 19% CO2 improvement over the 2013 Building Regulations TER Baseline (Domestic). A Condition has been recommended to secure this.

Affordable Housing

22. The application site is garden land. Woking Council's *Affordable Housing Delivery SPD* (2014) states that "*the Council must treat garden land to the front, side and rear of an existing dwelling as Greenfield land and seek a 50% affordable housing provision from any development scheme*". This is reflected in Policy CS12 of the Core Strategy.
23. However, following the Court of Appeal's judgment of 11th May 2016 (Secretary of State for Communities and Local Government v West Berkshire District Council and Reading Borough Council [2016] EWCA Civ 441), wherein the Secretary of State for Communities and Local Government successfully appealed against the judgment of the High Court of 31st July 2015 (West Berkshire district Council and Reading Borough Council v Department for Communities and Local Government [2015] EWHC 2222 (Admin)), it is acknowledged that the policies within the Written Ministerial Statement of 28th November 2014, as to the specific circumstances where contributions for affordable housing and tariff-style planning obligations should not be sought from small scale and self build development, must once again be treated as a material consideration in development management decisions.

24. Additionally the Planning Practice Guidance (Paragraph 031 - Revision date: 19.05.2016) sets out that there are specific circumstances where contributions for affordable housing planning obligations should not be sought from small scale and self-build development. This follows the order of the Court of Appeal judgment dated 13th May 2016, which again gives legal effect to the policy set out in the Written Ministerial Statement of 28th November 2014 and should be taken into account. These circumstances include that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor space of no more than 1000sqm.
25. Whilst it is considered that weight should still be afforded to Policy CS12 of the Core Strategy it is considered that greater weight should be afforded to the policies within the Written Ministerial Statement of 28th November 2014 and the Planning Practice Guidance (Paragraph 031 - Revision date: 19.05.2016). As the proposal represents a development of 10 units or less, and has a maximum combined gross floorspace of no more than 1000sqm, no affordable housing financial contribution is therefore sought from the application scheme.

Local finance consideration

26. The proposal would lead to a gross internal area of 380sqm outside of the designated town centre. It will therefore be liable to a contribution to the Community Infrastructure Levy (CIL) of **£58,644.23** according to the current financial year's price index.

Impact on the Thames Basin Heaths Special Protection Area

27. The SPAs in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Policy CS8 of the Core Strategy requires new residential development beyond a 400m threshold but within 5 kilometers of the SPA boundary to make an appropriate contribution towards the provisions of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
28. Suitable Alternative Natural Greenspace (SANG) and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL) however the Strategic Access Management and Monitoring (SAMM) element of the SPA tariff is required to be addressed outside of CIL. A SAMM contribution of **£1,041** in line with the *Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015* (April 2018 update) as a result of the uplift of one five-bedroom dwelling that would arise from the proposal would be required.
29. A signed Unilateral Undertaking will be used to secure this financial contribution.

CONCLUSION

Overall the principle of development is considered to be acceptable and it is considered that it would have an acceptable impact on the Green Belt, character, trees, neighbours, quality of accommodation and amenity space, car parking provision and highway safety, sustainability and the Thames Basin Heaths Special Protection Area having regard to the relevant policies of the Development Plan. The proposal therefore accords with sections 5, 9, 11, 12, 13 and 15 of the *National Planning Policy Framework* (2018), policies CS1, CS6, CS7, CS8, CS10, CS11, CS12, CS16, CS17, CS18, CS21, CS22, CS24 and CS25 of the *Woking Core*

Strategy (2012), policies DM2, DM8, DM10 and DM13 of the Development Management Policies DPD (2016), Woking Design SPD (2015), Outlook, Amenity, Privacy and Daylight (2008), Parking Standards (2006), Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015, Climate Change (2013) and Affordable Housing Delivery (2014).

BACKGROUND PAPERS

Site visit photographs (20.07.2018)

PLANNING OBLIGATIONS

	Obligation	Reason for Agreeing Obligation
1.	Provision of £1,041 contribution to provide SAMM.	To accord with the Habitat Regulations and associated Development Plan policies and the Council's Adopted Avoidance Strategy.

RECOMMENDATION

It is recommended that planning permission be GRANTED subject to the above legal agreement and the following conditions:

1. The development hereby permitted shall be commenced not later than three years from 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 drawings listed below:
 - 1:1250 location plan and 1:250 proposed block plan Drwg no.P1288.201 Rev.C (received by the LPA on 13.08.2018)
 - 1:250 proposed materials layout block plan Drwg no.P1288.202 Rev.A (received by the LPA on 07.08.2018)
 - 1:250 proposed heights layout block plan Drwg no.P1288.203 Rev.A (received by the LPA on 07.08.2018)
 - 1:250 proposed parking layout block plan Drwg no.P1288.204 Rev.A (received by the LPA on 07.08.2018)
 - 1:250 proposed refused layout block plan Drwg no.P1288.205 Rev.A (received by the LPA on 07.08.2018)
 - 1:100 proposed ground floor plan Drwg no.P1288.PH.201 Rev.A (received by the LPA on 07.08.2018)
 - 1:100 proposed first floor plan Drwg no.P1288.PH.202 Rev.C (received by the LPA on 08.08.2018)
 - 1:100 proposed roof plan Drwg no.P1288.PH.203 Rev.A (received by the LPA on 07.08.2018)

4th SEPTEMBER 2018 PLANNING COMMITTEE

- 1:100 proposed front elevation Drwg no.P1288.PH.204 Rev.B (received by the LPA on 07.08.2018)
- 1:100 proposed side elevations Drwg no.P1288.PH.205 Rev.B (received by the LPA on 08.08.2018)
- 1:100 proposed side elevations Drwg no.P1288.PH.206 Rev.B (received by the LPA on 07.08.2018)
- 1:100 proposed section AA Drwg no.P1288.PH.207 (received by the LPA on 08.08.2018)
- 1:200 proposed site section Drwg no.P1288.SS.02 Rev.A (received by the LPA on 07.08.2018)
- 1:100 proposed garage drawings Drwg no.P1288.DC.GAR.201 Rev.A (received by the LPA on 01.08.2018)
- 1:100 proposed carport drawings Drwg no.P1288.DC.GAR.201 Rev.A (received by the LPA on 01.08.2018)

Reason:

For the avoidance of doubt and to ensure that the development is completed in accordance with the approved drawings.

3. Notwithstanding the materials stated on the approved drawings no above-ground work on the development hereby permitted shall not commence until details and a written specification of the materials to be used in the external elevations, hard surfaced areas and boundary walls have been 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 agreed in writing by the local planning authority.

Reason:

To protect the visual amenities of the area in accordance with the principles set out in the NPPF and Policy CS21 of the Core Strategy.

4. Protective measures shall be carried out in strict accordance with the Arboricultural Report Ref: 18 1527 (received by the LPA on 12.06.2018) including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protective 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 and the enhancement of the development itself to comply with Policy CS21 of the Core Strategy.

5. The windows at first floor level and above in the east facing elevation of the new dwelling hereby approved shall have a minimum internal cill height of 1.7 metres above finished floor level.

Reason:

In the interests of amenity of neighbouring properties in accordance with Policy CS21 of the Core Strategy.

6. The integral garage, detached garage and carport hereby permitted shall only be used for the parking of vehicles (and storage) ancillary and incidental to the residential use of the associated dwellinghouses and shall be retained thereafter solely for that purpose and made available to the occupiers of the property at all times for parking purposes unless otherwise first agreed in writing by the Local Planning Authority.

Reason:

To preserve the amenities of the neighbourhood and ensure the provision of off-street parking facilities in accordance with Policies CS18 and CS21 of the Core Strategy.

7. Above-ground works on the development hereby permitted shall not commence until details have been submitted for the written approval of the Local Planning Authority demonstrating that the development will be constructed to achieve a water consumption standard of not more than 105 litres per person per day maximum indoor water consumption and not less than a 19% CO2 improvement over the 2013 Building Regulations TER Baseline (Domestic). Such details as may be approved shall be installed prior to the first occupation of the development and maintained and operated in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with policies CS21 and CS22 of the *Woking Core Strategy* (2012).

8. 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 building, structure, extension or other alteration permitted by Class A, B, C, D, E, F and G of Part 1 of Schedule 2 of that Order shall be erected on the application site without the prior written approval of the Local Planning Authority of an application made for that purpose.

Reason:

To protect the amenity and privacy of the occupants of neighbouring properties in accordance with policy CS21 of the *Woking Core Strategy* (2012).

9. The development hereby permitted shall be carried out in accordance with the stipulations of the Environmental Noise Survey and Noise Impact Assessment Report Ref: 23413/NIA1 Rev1 (received by the LPA on 01.06.2018) and the Train Induced Vibration and Assessment Report Ref:23413/VAR1 Rev1 (received by the LPA on 01.06.2018).

Reason:

To safeguard the health and amenity of future occupiers of the development in accordance with Policy CS21 of the Core Strategy.

10. Above-ground works on the development hereby permitted shall not commence until details of any modifications to boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The approved modifications shall be implemented prior to the occupation of the dwelling hereby approved and permanently maintained thereafter.

Reason:

To ensure adequate security and a satisfactory appearance of the completed development in accordance with policy CS21 of the *Woking Core Strategy* (2012).

11. If during development, contamination not previously identified is found present at the site then no further development (unless otherwise first agreed in writing by the Local Planning Authority) shall be carried out until a remediation strategy has been submitted to and approved in writing by the Local Planning Authority detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall thereafter be implemented in accordance with the approved details.

Reason:

In accordance with the NPPF and policy DM8 of the *Development Management Policies DPD* (2016) which require development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of water pollution and to ensure that adequate site investigation information, prepared by a competent person, is presented.

12. Prior to the commencement of any above ground works to construct the development hereby permitted details of a scheme for disposing of surface water by means of a sustainable drainage system shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full in accordance with the approved details prior to the first occupation of the development and thereafter maintained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

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* and the provisions of the NPPF.

Informatives

01. Site Inspections:

You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.

02. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

03. 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 full 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

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).

04. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-

0800 - 1800 Monday to Friday

0800 - 1300 Saturday

and not at all on Sundays and Bank/Public Holidays.

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)

PLAN/2018/0300



164 Hermitage Road, St Johns

Car Park

El Sub Sta

Football Ground

ED & Ward Bdy
42.5m

HERMITAGE ROAD
CR

42.9m

QUEENSWOOD ROAD

BRACKENWOOD ROAD

GORSEWOOD ROAD

Distribution
Electricity
Site

40.4m

Tow Path

Comments

Not Set



SCALE 1:1,250

0 5 10 20 30 40
Metres

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

4th SEPTEMBER 2018 PLANNING COMMITTEE

5g 18/0300 Reg'd: 20.04.18 Expires: 15.07.18 Ward: SJS

Nei. Con. Exp:	15.05.18	BVPI Target	Number of Weeks on Cttee' Day:	19/8	On Target?	No
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LOCATION: 164 Hermitage Road, St Johns, Woking, Surrey, GU21 8XH

PROPOSAL: Erection of a first floor extension, two-storey front extension, two-storey rear extension, single-storey front extension and fenestration alterations to an existing bungalow.

TYPE: **Householder**

APPLICANT: Mr Joseph Sudman **OFFICER:** Tanveer Rahman

REASON FOR REFERRAL TO COMMITTEE

The proposal is recommended for refusal and could ordinarily be dealt with under delegated powers. However Cllr Cundy has called the application to Committee in order that the Committee can consider whether the previous reasons for refusal at the site have been addressed.

RECOMMENDATION

REFUSE planning permission.

PLANNING STATUS

- Urban Area
- Adjacent To Tree Preservation Order Area
- Thames Basin Heaths SPA Zone B (400m-5km)

SITE DESCRIPTION

The application site is located in a row of detached houses on Hermitage Road. The adjacent properties on either side are two-storey, hipped roof detached houses.

164 Hermitage Road is a detached, hipped roof bungalow with a front bay window, a front dormer and a garage attached to its side (north) elevation. The height of the centre of its ridge line is 6.35m. The bungalow is set back from the street by a paved driveway and front garden area which slopes down to the street. Its rear garden is bounded from neighbouring properties by a combination of timber fencing and vegetation. Part of the land on which the footprint of the bungalow sits slopes down southwards towards 166 Hermitage Road.

PLANNING HISTORY

- PLAN/2017/1256: Erection of a first floor extension, two-storey rear extension, single-storey front extension and fenestration alterations to an existing bungalow - refused 09.01.2018 for the following reason:

"01. It has not been demonstrated through the drawings submitted that the proposal would have an acceptable impact on the character of Hermitage Road's street scene. This would be by way of it effectively creating an incongruous gable-like front elevation with a height of 9.1m and a width of 9.95m. It has not been demonstrated that this large massing would be in keeping with neighbouring houses. The proposed ridge height would be accentuated by the fact that the site slopes up from the street as well as down towards 166 Hermitage Road. Furthermore, the proposal would create a property that is both wide and deep which is out of character with the prevailing urban grain of the area. The proposal is therefore contrary to section 7 of the National Planning Policy Framework (2012), policy CS21 of the Woking Core Strategy (2012) and Woking Design SPD (2015)."

- 0010916: ERECTION OF A SHOW HOUSE - permitted 21.05.1958.
- 0006298: DETACHED BUNGALOW AND GARAGE - permitted 01.03.1953.
- 0002169: LAND TO BE USED FOR HOUSING DEVELOPMENT - permitted 12.11.1947

PROPOSED DEVELOPMENT

(Case Officer's note: the LPA raised concerns about the scheme as it was originally submitted as it was considered that the combination of its depth, height, width and overall form would have had an unacceptable impact on the character of the area and that refusal reason 1 of PLAN/2017/1256 had not been overcome. The following suggestions were made to the agent to overcome this issue:

- *Reduce the depth of the rear extension by at least 0.3m.*
- *Hip the main roof.*
- *Hip the front gable*

The agent amended the scheme so that the front of the main roof was hipped (but not its rear). The agent also hipped the front gable but did not reduce the depth of the rear extension.

It is this amended scheme which will be described below and assessed in the 'Planning Issues' section.)

The planning application seeks permission to add another storey on the existing bungalow, to erect a two-storey front extension, a two-storey rear extension and a single-storey front extension. The entire two-storey element is proposed to have a rear gable and a front hip, with a ridge height of 9.1m. A single-storey, flat roof front extension is proposed following demolition of the existing front bay window. Two ground floor windows, a door leading down to some proposed external steps and three first floor windows are proposed in the front elevation of the extended house. A ground floor window, sliding doors and two first floor windows are proposed in its rear

elevation. A first floor window is proposed in its side (north) elevation. Three ground floor windows and two first floor windows are proposed in its side (south) elevation.

CONSULTATIONS

None.

NEIGHBOUR REPRESENTATIONS

No letters of representation were received.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (2018):

Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 15 - Conserving and enhancing the natural environment

Woking Core Strategy (2012):

CS21 - Design

Development Management Policies DPD (2016):

DM2 - Trees and landscaping

Supplementary Planning Documents

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

PLANNING ISSUES

The main issues to consider in determining this application are impact on character, trees, neighbours, private amenity space, parking provision and highway safety and whether the reason for refusal of application PLAN/2017/1256 have been addressed.

Impact on character

1. Policy CS21 of the *Core Strategy* states that new development should create buildings “*with their own distinct identity, they should respect and make a positive contribution to the street scene and character of the area in which they are situated*”.
2. The prevailing character of the row of houses in which the application site is located is of properties whose roofs pitch away from the street. Furthermore, the deeper properties are less wide and the wider properties are less deep; this combination of factors keeps their ridge heights down and prevents these properties appearing unacceptably bulky which in turn prevents them from appearing cramped and overdeveloped within their plots.

3. The proposed extended house would have ridge height of 9.1m, a depth of 13.25m (which is actually 0.3m deeper than that of the refused application PLAN/2017/1256) and a width of 9.95m. This creates a large bulk and massing which is considered cramped and overdeveloped within the plot and not in keeping with the form of neighbouring houses on Hermitage Road. The proposed ridge height would be accentuated by the fact that the site slopes up from the street as well as down towards no.166, in fact as evidenced on the submitted street scene drawings its ridge would actually be 1m than main ridge of 162 Hermitage Road which is on higher ground. Furthermore, the proposal would create a property that is both wide and deep which is out of character with the prevailing urban grain of the area. This would be further accentuated by the fact that the dwelling is set forward of 162, 160 and 158 Hermitage Road which means there would be clear views of its deep flank (north) elevation within the street scene.
4. The proposal is therefore considered to have an unacceptable impact on the character of Hermitage Road's street scene which is contrary to section 12 of the NPPF, Policy CS21 of the Core Strategy (2012) and Woking Design SPD (2015). The refusal reason for PLAN/2017/1256 has not therefore been overcome, in fact the overall depth is actually greater than that proposed as part of PLAN/2017/1256.

Impact on trees

5. It is noted that the adjacent properties to the north and east are covered by an area TPO. However given the distance between the proposed development and protected trees it is considered that the proposal would not have an impact on them.
6. The lack of objection on these grounds does not outweigh other objections to the proposal.

Impact on neighbours

7. The neighbours potentially most affected by the proposal are 162 and 166 Hermitage Road.
8. It is considered that the proposed development would not create unacceptable overlooking issues towards neighbouring properties but only subject to a condition (if the application were permitted) requiring the proposed first floor windows in the north and south elevation to be obscurely glazed and non-opening below a height of 1.7m from the floor level of the rooms they are intended to serve.
9. Woking Council's SPD *Outlook, Amenity, Privacy and Daylight* (2008) contains a 25° test to determine whether an extension would have an acceptable impact on the sunlight/daylight levels received by facing windows of adjacent properties. The proposed development would pass this test towards the first floor window in the side (south) elevation of 162 Hermitage Road. The proposed development would fail this test towards the windows in the side (north) elevation of 166 Hermitage Road's conservatory however it is noted that this conservatory has windows in other elevations and for this reason it is considered that the proposal would also have an acceptable impact sunlight/daylight levels received by no.166.

10. While it is noted that the proposed development would significantly increase the mass and bulk of the property it is considered that given the separation distance to the boundaries with no.162 and no.166 as well as the location of these properties' main area of private amenity space that the proposal would not appear unacceptably overbearing towards them.
11. The lack of objection on these grounds does not outweigh other objections to the proposal.

Impact on private amenity space

12. It is considered that the proposed development would leave the property with acceptable levels of private amenity space, according to guidelines contained in Woking Council's *SPD Outlook, Amenity, Privacy and Daylight* (2008).
13. The lack of objection on these grounds does not outweigh other objections to the proposal.

Impact on car parking provision & highway safety

14. *Parking Standards* (2018) recommends that a dwelling with four bedrooms should have a minimum parking provision for three cars. It also goes on state that where a garage contributes to this provision each space should be at least 6m x 3m. The enlarged dwelling's attached garage would have an internal area of 5m x 2.7m which falls below this guideline and it is not therefore considered to contribute towards parking provision. However it is considered that that there would still be space to park at least three cars on the property's front driveway.
15. For these reasons it is considered that the proposed development would have an acceptable impact on car parking provision and highway safety.
16. The lack of objection on these grounds does not outweigh other objections to the proposal.

Local finance consideration

17. The proposal would lead to a gross internal area increase of 118.6sqm. As the proposal would include the demolition of 23.8sqm of floor space it would be liable for a financial contribution to CIL on the 94.8sqm net floor space which would equate to **£14,630.219** according to the current financial year's price index if it were permitted. It is noted that the applicant has submitted a self-exemption form.

CONCLUSION

The proposed development would have an unacceptable impact on character of Hermitage Road's street scene. This would be by way of the extended house having a ridge height of 9.1m, a depth of 13.25m (which is actually 0.3m deeper than that of the refused application PLAN/2017/1256) and a width of 9.95m which would create a large bulk and massing which would appear cramped and overdeveloped within its plot and not in keeping with neighbouring houses on Hermitage Road. The proposed ridge height would be accentuated by the fact that the site slopes up from the street as well as down towards no.166, in fact as evidenced on the submitted street scene drawings its ridge would actually be 1m than 162 Hermitage Road which is on higher ground. The dwelling would be both wide and deep which is out of character with the prevailing urban grain of Hermitage Road. This would be further accentuated by the

fact that the dwelling is set forward of 162, 160 and 158 Hermitage Road and is therefore more prominent in the street scene with the depth of the extended property exposed in public views. The proposal is therefore contrary to section 12 of the NPPF, Policy CS21 of the Core Strategy and Woking Design SPD (2015). The refusal reason for PLAN/2017/1256 has not therefore been overcome.

BACKGROUND PAPERS

Site visit photographs (13.12.2017)

RECOMMENDATION

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

1. The proposed development would have an unacceptable impact on the character of Hermitage Road's street scene. This would be by way of the extended house having an overall height, depth, width and exposed location to public views which would make it appear cramped and overdeveloped within its plot and also out of character with other properties within the street scene. The proposal is therefore contrary to section 12 of the NPPF, Policy CS21 of the Core Strategy and Woking Design SPD (2015). The refusal reason for PLAN/2017/1256 has not therefore been overcome.

Informatives

01. Proactive Working:

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 NPPF. The application was considered acceptable upon receipt.

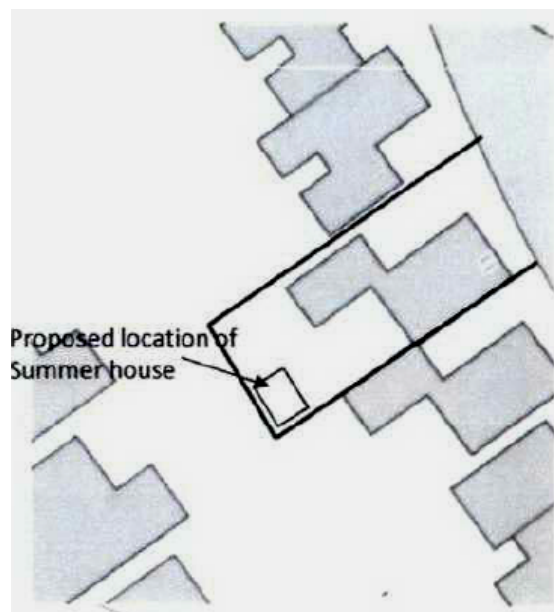
02. The drawings relating to this application are:

- 1:1250 location plan and 1:500 proposed block plan Drwg no.17-11/001 (received by the LPA on 16.04.2018)
- 1:200 proposed block Drwg no.17-11/012 (received by the LPA on 15.03.2018)
- 1:100 proposed plans and elevations Drwg no.17-11/003D (received by the LPA on 09.08.2018)
- 1:100 proposed street scene drawing Drwg no.17-11/004B (received by the LPA on 02.07.2018)

11 Brookwood Farm **Drive, Woking**

PLAN/2016/1332

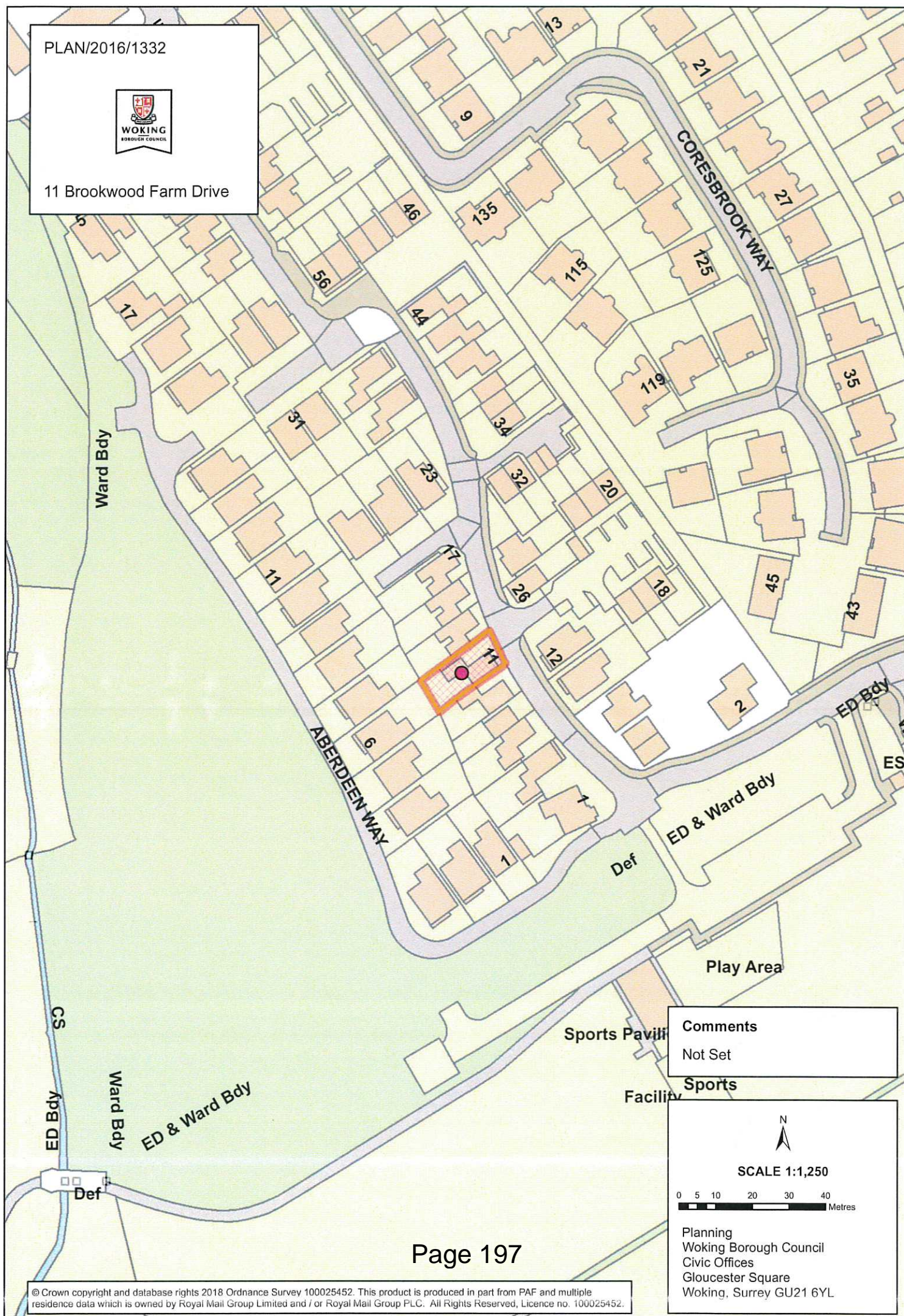
Retrospective consent for erection of a summer house and shed in rear garden.



PLAN/2016/1332



11 Brookwood Farm Drive



Comments

Not Set

Sports



SCALE 1:1,250

0 5 10 20 30 40 Metres

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

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5h	16/1332	Reg'd:	13.03.2017	Expires:	09.05.17	Ward:	KNA
Nei.	03.04.2017	BVPI		Number	77/8	On	No
Con.		Target		of Weeks		Target?	
Exp:				on Cttee'			
				Day:			

LOCATION: 11 Brookwood Farm Drive, Woking, Surrey, GU21 2FT

PROPOSAL: Retrospective application for the erection of a summer house and shed in rear garden

TYPE: Householder

APPLICANT: Dr Hongfei Du

OFFICER: Claire Simpson

REASON FOR REFERRAL TO COMMITTEE

The decision on whether to take enforcement action falls outside the scope of delegated powers

SITE DESCRIPTION

The application site is a detached two storey property set on the western side of Brookwood Farm Drive within a new development of similar properties. The land level is higher than that of the properties to the rear in Aberdeen Way.

PROPOSED DEVELOPMENT

The planning application seeks retrospective permission for the erection of a summerhouse and shed and has been submitted following an enforcement investigation. The summerhouse has a width of 4 metres, a depth of 3 metres and an overall height of 2.35 metres. The bike shed has a width of 2.85 metres, a depth of 1.3 metres and an overall height of 2 metres. Both structures would meet the requirements under Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended); however permitted development rights under this Class were removed on the granting of permission for the original development (PLAN/2012/0224).

PLANNING STATUS

- Urban Area
- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

REFUSE planning permission and authorise formal enforcement proceedings.

PLANNING HISTORY

PLAN/2012/0224 – Erection of 297No dwellings with open space, sports pitches, ancillary building and facilities, allotments, access road, car parking and landscaping – permitted 29.04.2013.

ENF/2016/00013 – Enforcement enquiry

CONSULTATIONS

Flood/Drainage Engineer

REPRESENTATIONS

Two letters of objection were received, raising the following main points:

- Out of character
- Flooding

RELEVANT PLANNING POLICIES

National Planning Policy Framework (2018):

Section 12 – Achieving well-designed places

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

Woking Core Strategy (2012):

CS9 – Flooding and water management

CS21 – Design

Supplementary Planning Documents:

Woking Design SPD (2015)

Outlook, Amenity, Privacy and Daylight (2008)

PLANNING ISSUES

1. The main planning considerations in the determination of this application are:

- Impact on the Character of the Area
- Impact on Neighbouring Amenity
- Impact on Private Amenity Space
- Impact on Flooding
- Local finance consideration

Impact on Character of the Area:

2. The single storey outbuildings are situated in the rear garden of the property and are not visible within the street scene. Accordingly it is considered that the proposal does not have a detrimental impact on the character of the area and in this regard would comply with policy CS21 of the *Woking Core Strategy (2012)*. The lack of an objection to the application on these grounds does not outweigh the other objections to the proposal.

Impact on Neighbouring Amenity:

3. Policy CS21 of the *Woking Core Strategy (2012)* advises that proposals for new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook.
4. The summerhouse is sited in the south-east corner of the plot, within one metre from the shared boundaries with No.9 Brookwood Farm Drive to the south-east and No.6 Aberdeen Way to the south-west (rear). Its height of 2.35 metres is not considered to result in an unacceptable impact on daylight/daylight levels or appear unacceptably overbearing towards these neighbouring occupiers. The summerhouse is considered to

4 SEPTEMBER 2018 PLANNING COMMITTEE

be sufficiently distant from the shared boundary with the other neighbour at No.13 Brookwood Farm Drive to not result in any adverse impacts.

5. The shed is sited immediately to the rear of the attached garage, approximately 1.5m from the shared boundary with No.13 Brookwood Farm Drive to the north-west and approx. 5.7m from the rear boundary with No.6 Aberdeen Way. Its height of 2 metres is not considered to result in an unacceptable impact on sunlight/daylight levels or appear unacceptably overbearing towards these neighbouring properties. It is considered to be sufficient distant from the shared boundary with the other neighbour at No.9 Brookwood Farm Drive to not result in any adverse impacts.
6. It is considered that the siting, scale, massing and design of the outbuildings do not unacceptably impact sunlight/daylight levels, do not create unacceptable overlooking issues and do not appear unacceptably overbearing towards neighbouring properties. The proposal therefore complies with policy CS21 of the *Woking Core Strategy* (2012) in this regard.

Impact on Private Amenity Space:

7. Woking Borough Council's SPD *Outlook, Amenity, Privacy and Daylight* (2008) recommends that family dwellings with two or more bedrooms and a gross floor area between 65-150sqm should have private amenity space that is at least equal in area to the footprint of the house and is also in scale with the house. According to the submitted drawings the proposed development would leave the dwelling with a footprint of approximately 68.5sqm, a gross floor area of approximately 106.25sqm and a rear garden with an area of approximately 61.75sqm. In reality this area is reduced to an area of approximately 42sqm as a low gate has been installed between the shed and the summerhouse thereby dividing the rear amenity space.

Summary of 11 Brookwood Farm Drive area:

Existing house footprint	68.5 sqm
Existing house floor area	106.25 sqm
Existing amenity area	77.45 sqm
Proposed amenity area	61.75 sqm

8. It is therefore considered that the outbuilding has an unacceptable impact on the level of private amenity space for the dwelling which would be harmful to the amenities of the occupiers and contrary to policy CS21 of the *Woking Core Strategy* (2012), Supplementary Planning Documents *Outlook, Amenity, Privacy and Daylight* (2008) and *Woking Design* (2015) and the National Planning Policy Framework (2018).

Impact on Flooding:

9. Paragraph 155 of the National Planning Policy Framework (2018) states that "*inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.*"
10. Policy CS9 of the *Woking Core Strategy* (2012) requires "*all significant forms of development to incorporate appropriate sustainable drainage systems (SUDS) as part of any development proposals.*"
11. Concern was raised in neighbour representations with regards to flooding of their properties since the construction of the outbuildings. It was noted at the time of the site visit that the area of land to the rear of the garage had been fully paved with paving slabs. This would fall under the requirements of Schedule 2, Part 1, Class F of The

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Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended); however permitted development rights under this Class were removed on the granting of permission for the original development (PLAN/2012/0224).

12. The Council's Flood and Drainage Engineer was subsequently consulted and has advised *"The surface water drainage system for the development at Brookwood Farm was designed to cope with the proposed hardstanding that was approved as part of the original application (PLAN/2012/0224) for the 1 in 100 plus climate change rainfall event. No allowance was given for urban creep (an increase in proposed hardstanding areas). Any extensions to properties within the boundary of the original application will lead to an increase in surface water runoff from the property which in turn will lead to an increase to surface water flood risk to the site and the surrounding area."*
13. As evidenced by the neighbour representations, surface water runoff from the property has increased as a result of the proposal and the unauthorised paving. The Brookwood Farm development is therefore considered to not comply with policy CS9 of the *Woking Core Strategy* (2012) and the National Planning Policy Framework (2018).

Local Finance Consideration:

14. The Council introduced the Community Infrastructure Levy (CIL) on 1 April 2015. As the proposed development would not lead to additional floor space of more than 100 sqm it is not liable for a financial contribution to CIL.

Expediency of taking Enforcement Action:

15. Given the harm identified above with regards to the increased surface water flood risk and loss of amenity space, it is considered expedient and in the public interest to take enforcement action in respect of this unauthorised development.

CONCLUSION

16. The summerhouse and shed, by reason of their size and position on the site, result in an unacceptable loss of private amenity space and division of the garden into two separate areas. This, in conjunction with the additional unauthorised hardstanding, also creates an increase in surface water runoff from the property and hence an increase in surface water flood risk. The development is harmful to the amenities of existing and future occupiers of the property contrary to policies CS9 and CS21 of the *Woking Core Strategy* (2012), Supplementary Planning Documents *Outlook, Amenity, Privacy and Daylight* (2008) and *Woking Design* (2015) and the National Planning Policy Framework (2018) and is recommended for refusal.

BACKGROUND PAPERS

Site Visit Photographs (taken 18.05.2018)
Decision Notice PLAN/2012/0224

RECOMMENDATION

Refuse for the following reasons:

1. The summerhouse and shed, by reason of their size and position on the site, result in an unacceptable loss of private amenity space and division of the garden into two separate areas. The development is harmful to the amenities of existing and future occupiers of the property contrary to policy CS21 of the *Woking Core Strategy* (2012), Supplementary Planning Documents *Outlook, Amenity, Privacy and Daylight* (2008) and *Woking Design* (2015) and the National Planning Policy Framework (2018).

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2. The summerhouse and shed, in conjunction with the additional unauthorised hardstanding, has led to an increase in surface water runoff from the property and hence an increase in surface water flood risk contrary to policy CS9 of the *Woking Core Strategy* (2012) and the National Planning Policy Framework (2018).

It is further recommended that:

- a) Enforcement action be authorised to remedy the breach of planning control by the removal of the unauthorised outbuildings and hardstanding. This is to be completed within three months of the issue of the Enforcement Notice.

Informatives:

The plans hereby refused are untitled and received by the Local Planning Authority on 25.11.2016 and 13.03.2017.

