



## 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, 13 November 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](http://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 16 October 2018 as published.

2. Apologies for Absence

3. Declarations of Interest

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

4. Urgent Business

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

**Matters for Determination**

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

6. Planning Applications (Pages 5 - 8)

**Section A - Applications for Public Speaking**

6a. 2018/0596 - New Central Development, Guildford Road, Woking (Pages 11 - 56)

6b. 2018/0633 - 9 -13 Poole Road & Sections of Poole Road, Goldsworth Road & Church Street West, Woking (Pages 57 - 116)

**Section B - Application reports to be introduced by Officers**

6c. 2018/0886 - Compton, Sutton Green Road, Sutton Green, Woking (Pages 119 - 136)

6d. 2018/0959 - High Gardens, Hook Heath, Woking (Pages 137 - 146)

6e. 2018/0781 - 100 Inkerman Road, Knaphill, Woking (Pages 147 - 164)

6f. 2018/8308 - 23 Hollybank, Allen House Park, Hook Heath, Woking (Pages 165 - 170)

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

6g. 2018/0948 - 5 Trentham Crescent, Old Woking (Pages 173 - 180)

AGENDA ENDS

Date Published - 5 November 2018

For further information regarding this agenda and arrangements for the meeting, please contact Natalie Khan on 01483 743083 or email [natalie.khan@woking.gov.uk](mailto:natalie.khan@woking.gov.uk)



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## PLANNING COMMITTEE – 13 NOVEMBER 2018

### PLANNING AND ENFORCEMENT APPEALS

The Committee is requested to:

**RESOLVE:**

That the report be noted.

<b>The Committee has authority to determine the above recommendation.</b>
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#### Background Papers:

Planning Inspectorate Reports

#### Reporting Person:

Peter Bryant, Head of Legal and Democratic Services

#### Date Published:

**6 November 2018**

#### APPEAL LOGGED

1. 2018/0287

Application for a retrospective application for a single storey side extension and side conservatory (amended description) at 31 High Street, Horsell, Woking.

Non determination.  
Appeal Lodged  
17 October 2018.

2. 2018/0523

Application for a replacement residential dwelling located on permitted footprint of planning permission ref: 83/0733. The demolition of an existing residential dwelling after the replacement dwelling is constructed at The Gatehouse, Warbury Lane, Knaphill, Woking.

Non determination.  
Appeal Lodged  
25 October 2018.

#### APPEAL DECISIONS

3. 2017/1044

Application for the erection of 2 two storey detached dwellings (five 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.  
Appeal Dismissed  
19 October 2018.



## **PLANNING COMMITTEE AGENDA** **PLANNING APPLICATIONS AS AT 13 NOVEMBER 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**

## **13 November 2018**

<b><u>ITEM</u></b>	<b><u>LOCATION</u></b>	<b><u>APP. NO.</u></b>	<b><u>REC</u></b>	<b><u>WARD</u></b>
0006a	New Central Development, Guildford Road, Woking, Surrey, GU22 7PU	PLAN/2018/0596	LEGAL	MH
0006b	9 - 13 Poole Road and sections of Poole Road, Goldsworth Road and Church Street West, Woking, Surrey	PLAN/2018/0633	LEGAL	C
0006c	Compton, Sutton Green Road, Sutton Green, Guildford, Surrey, GU4 7QD	PLAN/2018/0886	LEGAL	HE
0006d	High Gardens, Hook Heath, Woking, Surrey, GU22 0JN	PLAN/2018/0959	PER	HE
0006e	100 Inkerman Road, Knaphill, Woking, Surrey, GU21 2AQ	PLAN/2018/0781	LEGAL	SJS
0006f	23 Hollybank, Allen House Park, Hook Heath, Woking, Surrey, GU22 0DB	TREE/2018/8308	PER	HE
0006g	5 Trentham Crescent, Old Woking, Woking, Surrey, GU22 9EW	PLAN/2018/0948	REF	HV

**SECTION A - A-B**

**SECTION B - C-F**

**SECTION C - G**

**PER - Grant Planning Permission**

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

**REF - Refuse**





## **SECTION A**

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

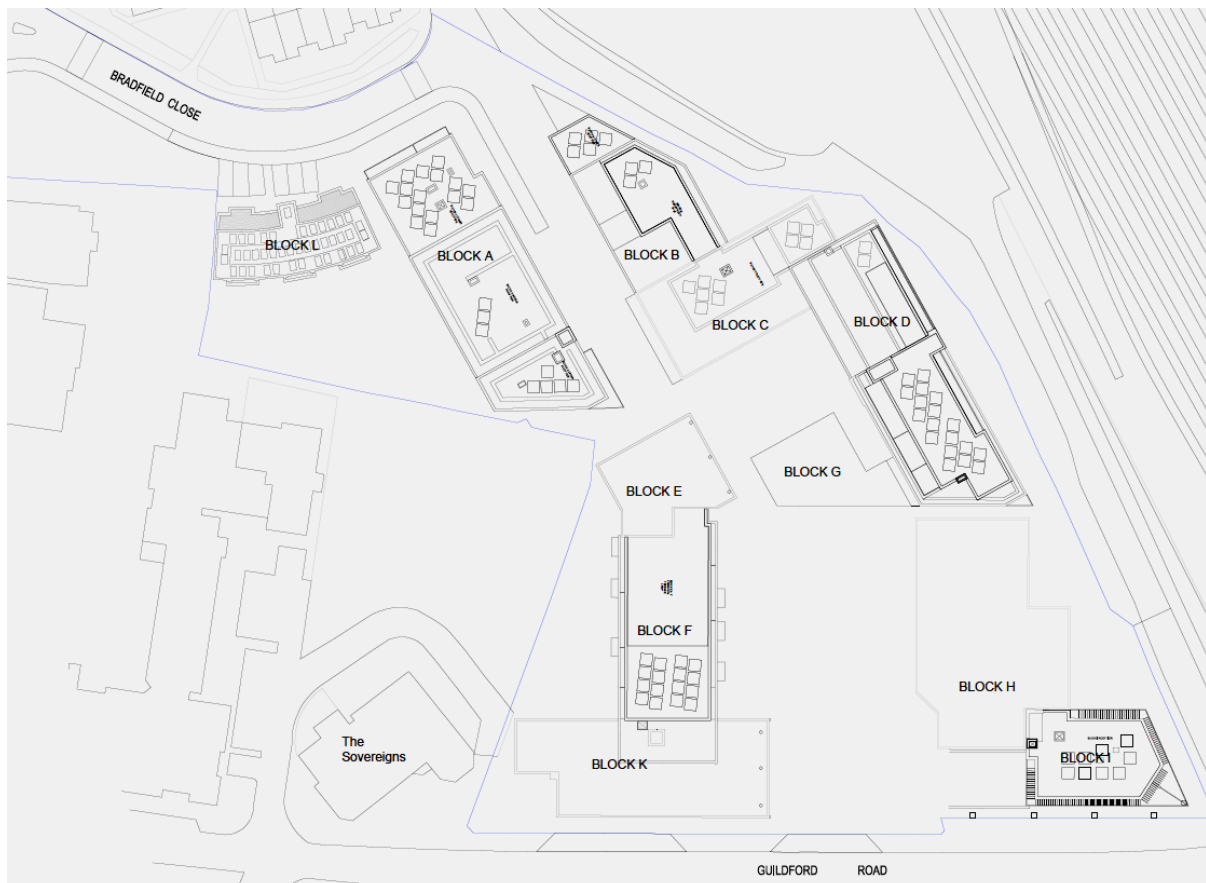
**(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or the area generally)**



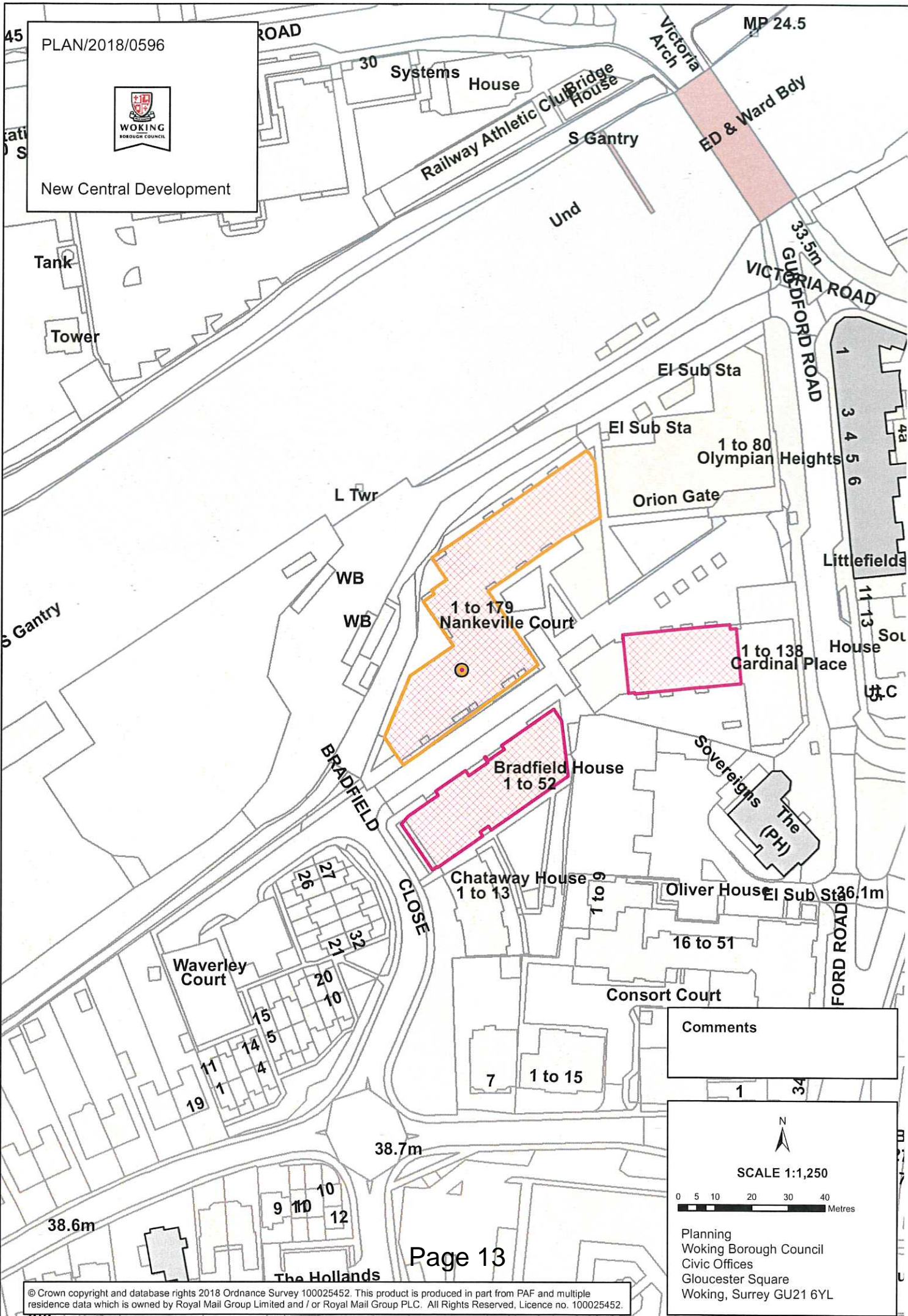
# **New Central Development,** **Guildford Road**

## **PLAN/2018/0596**

Erection of rooftop extensions to existing apartment blocks (Blocks A, B, C, D and F) (known as Nankeville Court, Bradfield House and Cardinal Place) ranging in height from 1 to 3 storeys to provide x44 apartments (x25 studio/1 bed, x18 2 bed and 1 x3 bed) together with private and communal roof terraces. Associated alterations to existing basement level to provide cycle and refuse/recycling storage.







PLAN/2018/0596



New Central Development

Comments

SCALE 1:1,250

0 5 10 20 30 40 Metres

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



<b>6a</b>	<b>18/0596</b>	<b>Reg'd:</b>	<b>20.06.18</b>	<b>Expires:</b>	<b>19.09.18</b>	<b>Ward:</b>	
<b>Nei.</b>	<b>27.08.18</b>	<b>BVPI</b>	<b>07</b>	<b>Number</b>	<b>&gt;13</b>	<b>MH</b>	<b>No</b>
<b>Con.</b>		<b>Target</b>	<b>(Smallscale</b>	<b>of Weeks</b>		<b>On</b>	
<b>Exp:</b>			<b>major</b>	<b>on Cttee'</b>		<b>Target?</b>	
			<b>dwelling)</b>	<b>Day:</b>			

**PROPOSAL:** This is a full planning application for the erection of rooftop extensions to existing apartment blocks (Blocks A, B, C, D and F) (known as Nankeville Court, Bradfield House and Cardinal Place) ranging in height from 1 to 3 storeys to provide x43 apartments (x24 studio/1 bed, x18 2 bed and 1 x3 bed) together with private and communal roof terraces. Associated alterations to existing basement level to provide cycle and refuse/recycling storage (amended plans).

**APPLICANT:** Connolly, Crowther & Hofbauer LLP      **OFFICER:** Benjamin Bailey

The proposal is of a development type which falls outside the Management Arrangements and Scheme of Delegations.

This is a full planning application for the erection of rooftop extensions to existing apartment blocks (Blocks A, B, C, D and F) (known as Nankeville Court, Bradfield House and Cardinal Place) ranging in height from 1 to 3 storeys to provide x43 apartments (x24 studio/1 bed, x18 2 bed and 1 x3 bed) together with private and communal roof terraces. Associated alterations to existing basement level to provide cycle and refuse/recycling storage (amended plans).

*(Officer Note: All figures given above are calculated on the basis of the entire New Central development and exclude the proposal at No.7 York Road, which is pending decision)*

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C	Nankeville Court	2 - 3 storeys	8th - 10th Floors	5	4	0	<b>9</b>
D	Nankeville Court	2 - 3 storeys	10th - 13th Floors	6	8	1	<b>15</b>
F	Cardinal Place	2 storeys	9th - 10th Floors	12	2	0	<b>14</b>
<b>Total</b>				<b>24 (56%)</b>	<b>18 (42%)</b>	<b>1 (2%)</b>	<b>43 (100%)</b>

### **PLANNING STATUS**

- Urban Area
- Woking Town Centre
- Thames Basin Heaths Special Protection Area (SPA) (Zone B 400m-5km)

### **RECOMMENDATION**

**Grant** planning permission subject to recommended conditions and SAMM (TBH SPA) contribution secured by S106 Legal Agreement.

### **SITE DESCRIPTION**

The application site relates to three buildings (forming five Blocks - A, B, C, D and F) (known as Nankeville Court, Bradfield House and Cardinal Place) within the New Central development. The site is within the Urban Area and Woking Town Centre. Blocks B, C and D (known as Nankeville Court) extend along the north-west of the New Central development and are interlinked to form one building. Block A (known as Bradfield House) occurs opposite Block B. Block F (known as Cardinal Place) conjoins with Block E and Block K. A central square occurs principally between Cardinal Place and Orion Gate/Olympic Heights.

### **RELEVANT PLANNING HISTORY (ENTIRE 'NEW CENTRAL' DEVELOPMENT)**

PLAN/2016/0562 - Conversion of the vacant double height commercial space (formerly the marketing suite) at ground level of Block I, into 7 residential apartments involving the creation of a mezzanine floor level, elevational alterations, and associated alterations. Permitted subject to conditions and S106 legal agreement (15.09.2016)

PLAN/2015/0732 - Application for change of use of existing Unit 3 to 5 (Block F) from a commercial unit to 3 no. residential units at first floor level and A1 & B1 use on the ground floor level. Permitted subject to conditions and S106 legal agreement (13.01.2016)

PLAN/2014/0407 - Change of use of A1 retail space within Block E to create 4No residential units. Permitted subject to conditions and S106 legal agreement (16.03.2015)



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PLAN/2012/1129 - Re-Plan to previously approved Block L to provide 13 apartments (7 x 2 bed, 6 x 1 bed), in place of the 6No approved town houses plus additional hard and soft landscaping to amenity area to rear of block L.

Permitted subject to conditions and S106 legal agreement (05.12.2013)

PLAN/2012/0720 - Relocation of approved gym facility to ground floor of approved block G and introduction of a total of 11No additional apartments into ground floor areas of approved blocks A, B and C.

Permitted subject to conditions and S106 legal agreement (05.12.2013)

PLAN/2012/0328 - Installation of a total of 31 solar panels Block E, F, K and I.

Permitted subject to conditions (19.06.2012)

PLAN/2007/0857 - Mixed use redevelopment comprising of 445 studio, 1 bed and 2 bed apartments, 4 bed town houses, live / work units, 4719m<sup>2</sup> of office (class B1(a)) and 1278m<sup>2</sup> of mixed commercial uses comprising of A1 retail, A3 food and drink. (Reserved matters)

Permitted subject to conditions (26.10.2007)

PLAN/2005/1229 - Mixed use redevelopment comprising of 446 studio, 1 bed and 2 bed apartments, 4 bed town houses, live / work units, 4719m<sup>2</sup> of office (class B1(a)) and 1247m<sup>2</sup> of mixed commercial uses comprising of A1 retail, A3 food and drink following demolition of existing offices. (Outline application: siting and means of access).

Permitted subject to conditions (06.07.2006)

### 7 York Road:

PLAN/2016/0834 - Demolition of existing buildings and erection of a six storey building comprising 46x self-contained flats (26x one bed & 20x two bed), including 30x off-street parking spaces at basement level and associated landscaping (amended plans and description).

Resolution to grant planning permission subject to S106 legal agreement and conditions made at Planning Committee on 26.09.2017 – Pending decision

## **CONSULTATIONS**

**County Highway Authority (CHA) (SCC):** The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds, recommends conditions 04 and 05.

**Environmental Health:** Having considered supporting information, including W.A. Hines acoustic report, can confirm agreement with their findings. Appropriate measures for glazing and ventilation required to ensure success of the scheme for noise (Condition 11 refers).

**Network Rail:** No comments received.

**Drainage and Flood Risk Team (WBC):** Following a review of the submitted information, would recommend approval on drainage and flood risk grounds as the application complies with NPPF and Policy CS9. Due to the type of development there will be no increase in surface water runoff and therefore no increase in flood risk to the site or the surrounding area.

**Lead Local Flood Authority (LLFA) (Surrey CC):** Subject to your Flood Risk Engineer being satisfied with the proposal, we would have no further comments to make.

**Thames Water Development Planning:** Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection, based on the information provided.

**Surrey Wildlife Trust:** We note that the following document has been submitted as part of this planning application; 'Ecological Appraisal', author Enims, dated April 2018. Having reviewed the application documents and studied our records, we have the following comments and recommendations; we advise that the Council require any development to proceed only in line with the precautionary measures for breeding birds as detailed in the above referenced Ecological Appraisal. The development should proceed in line with the enhancement measures detailed in the Ecological Appraisal, which include erection of bird and bats boxes and the sowing of wildflower seed (conditions 09 and 10 refer).

**Kempton Carr Croft (Viability Consultant):** The inputs included within the viability appraisal are reasonable. The development is unable to provide any element of affordable housing.

### **REPRESENTATIONS**

**x657** 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 number of units proposed).

**x101** letters of objection (from x86 individuals/parties) have been received raising the following main points:

- Adverse impact of construction process on existing residents - noise, dirt, stress and inconvenience/disruption
- Loss of light and overshadowing to existing flats
- Loss of privacy to existing flats
- Overcrowding of common services - lifts, parking and gym
- Risk of damage and adverse impact on current buildings due to the additional constructions  
(Officer Note: This matter would be addressed outside of planning control)
- Should have been done at the outset of the development
- Negative impact on property desirability, sale and rental values  
(Officer Note: Any potential impacts upon property desirability, sale and rental values do not constitute material planning considerations)
- Adverse impact on car parking
- Not all flats within existing development benefit from car parking spaces
- Adverse impact on current views
- Existing issues with lifts being faulty or out of service for several days at a time  
(Officer Note: This is a civil issue between the freeholder/management company and leaseholders)
- In order to extend the lift shafts and stair cores it will be necessary to take the lifts or stairs out of service for some time; the plans do not detail how this will be achieved
- Should be considered in combination with PLAN/2016/0834 – both may be implemented  
(Officer Note: The potential implementation of this scheme and that proposed under PLAN/2016/0834 has been considered)
- No daylight and sunlight assessment has been undertaken for any properties above level 5 of Block D.

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- Daylight and sunlight report has incorrectly classified many of the windows as bedroom windows, when they are in fact living spaces.  
*(Officer Note: This error has been corrected within the amended daylight and sunlight report)*
- Windows W6 and W11 within Block D are listed as bedrooms when they are living rooms.  
*(Officer Note: This error has been corrected within the amended daylight and sunlight report)*
- Energy Statement - Energy saving benefits of solar collectors will be reduced due to relocation to new positions on top of new apartments
- Increased noise due to more people in additional flats
- Both the Council and developer are complicit in previously misrepresenting the sale of upper floor apartments  
*(Officer Note: The Council was not a party involved in the sale of upper floor apartments)*
- Concerns regarding liability in the event that damage is sustained to the building or the flats during the construction works  
*(Officer Note: This matter would be addressed outside of planning control)*
- Communal roof terrace would create antisocial behaviour and noise at night; it should therefore be restricted to daylight hours
- Lack of affordable housing
- Increased height would be out of keeping with the local context
- Application places a larger reliance on public transport than is reasonable for this location
- Provision should be made for EV charging facilities for all car parking spaces
- No reference is made, in terms of daylight and sunlight, to addition of floors to Block F
- This land is not within the “core” of the Town Centre where tall buildings are welcomed in policy terms
- In dismissing appeal at No.7 York Road the Inspector found that in order to respect the low rise character of adjacent residential streets, what was then proposed was unacceptable in its context, an overpowering, incongruous relationship  
*(Officer Note: The site and proposal at No.7 York Road differs materially to those which are the subject of the current application)*
- Overdevelopment of the site
- Application is unnecessary with respect to Woking’s housing needs
- Strain on drainage, water, sewers and electricity  
*(Officer Note: Thames Water Development Planning have been consulted and raise no objection to the application)*
- New Central development has been subject to previous planning applications – increasing residential units – since the original planning permission
- Existing issues with parcel delivery to concierge office / locking mechanisms on front doors  
*(Officer Note: This is a civil issue between the freeholder/management company and leaseholders)*
- Some residents do not sort their waste resulting in waste contamination  
*(Officer Note: This is a site management issue)*
- Pay approximately £2,400 per annum in ground rent and service charges  
*(Officer Note: The level of ground rent and service charges do not constitute a material planning consideration)*
- Noise from train line
- Applicant appears to have sought pre-application advice from the Council in 2014; this should have been disclosed to residents

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*(Officer Note: Pre-application advice is provided in confidence, although can be subject to requests under the Freedom of Information Act)*

- All car parking spaces have already been allocated to residents as part of the lease
- Would permission for PLAN/2016/0834 be revoked?  
*(Officer Note: PLAN/2016/0834, at No.7 York Road, and the current application are each standalone and capable of implementation either together or individually. Planning permission has not yet been issued for PLAN/2016/0834 as the required S106 legal agreement has not been completed and signed)*
- Would breach Head Lease between the Lessor (the applicant) and the Lessees in relation “to peaceably and quietly hold and enjoy the Property”  
*(Officer Note: This is a civil issue between the freeholder and leaseholders. The requirements of Covenants and Leases are a civil matter and do not constitute a material planning consideration)*
- How will fire safety concerns be met?  
*(Officer Note: Fire safety is addressed under the Building Regulations)*
- Has consideration been given to those in Consort Court?
- Existing cycle storage space is inadequate
- The local shop (Tesco) will be out of stock more often
- More people waiting to use the elevators
- Increased noise due to new flats on top of flats which are currently the top floor
- Loss of trees  
*(Officer Note: No trees are proposed to be removed as a result of the proposal)*
- The market for flats is struggling at the moment
- Majority of the new apartments will be bought by investors
- Loss of light to the courtyard
- The Statement of Community Involvement submitted is misleading  
*(Officer Note: The submitted Statement of Community Involvement has been afforded limited weight)*
- Loss of light to Consort Court
- Overlooking to Consort Court
- Increased long-term maintenance costs
- Increased congestion to Bradfield Close and York Road
- Existing issues with dust due to the aggregate yard / railway line
- How would the extension be constructed?
- What would working hours be restricted to?
- What would the sequence of construction be?
- Does not respect the existing materials, scale, size and design of window openings
- Some layouts do not have means of escape in accordance with fire regulations – 4, 5 and 6 in Block B  
*(Officer Note: Fire safety is addressed under the Building Regulations)*
- There are issues with wind which can only be controlled through additional mitigation measures
- Reductions in daylighting and sunlight would be greater than best practice guidance
- Daylight and sunlight assessment does not assess the worst affected flats (for example ground floor Block A, Blocks F and K and the ground floor flats of Block E)  
*(Officer Note: The amended daylight and sunlight report assesses the ground floor flats within both Block A and Block E)*
- Overbearing and enclosing impact on pedestrians passing through the site
- Some flats do not meet the Technically Described Space Standards
- The red-line does not include the parking spaces to be allocated to the new flats

*(Officer Note: An amended site location plan indicates a blue-line which includes the parking spaces to be allocated – a blue line indicates land under the control/ownership of the applicant)*

**RELEVANT PLANNING POLICIES**

National Planning Policy Framework (NPPF) (2018)

Section 2 - Achieving sustainable development  
Section 5 - Delivering a sufficient supply of homes  
Section 7 - Ensuring the vitality of town centres  
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  
Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012)

CS1 - A 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  
CS18 - Transport and accessibility  
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)

DM7 - Noise and light pollution  
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)  
Affordable Housing Delivery (2014)

Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG)  
South East Plan (2009) (Saved policy) NRM6 - Thames Basin Heaths Special Protection Area  
Thames Basin Heaths Special Protection Area Avoidance Strategy  
Woking Borough Council Strategic Flood Risk Assessment (November 2015)

Community Infrastructure Levy (CIL) Charging Schedule (2015)  
Waste and recycling provisions for new residential developments  
Technical Housing Standards - Nationally Described Space Standard (March 2015)

### **COMMENTARY**

The application has been amended since initial submission. In summary the amendments made since initial submission are:

- Removal of x1 apartment (from initially proposed x44 apartments to x43 apartments) arising from reduction in size of 5th floor level extension to Block B
- Communal terrace within Block A reduced in size
- Communal terrace at 7th floor level within Block B removed
- Amended Daylight and Sunlight Report submitted

Due to the consideration that amended plans reduced the scale of the proposed development as publicly consulted upon it was not considered necessary to undertake further public consultation on amended plans.

### **PLANNING ISSUES**

01. The key planning issues for consideration in determining this planning application are:

- Principle of development
- Housing mix
- Design and impact upon the character of the area
- Heritage
- Impact upon neighbouring amenity
- Noise
- Wind
- Sunlight impact upon main square
- Amenities of future occupiers
- Parking, highways implications and alternative modes of travel
- Thames Basin Heaths Special Protection Area (TBH SPA)
- Affordable housing
- Biodiversity and protected species
- Energy and water consumption
- Flooding and water management

having regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

### **Background**

02. 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.
03. The applicant is the freeholder of the New Central development and has signed Certificate B within the planning application form, confirming that Notice 1 (otherwise

known as an Article 13 Notice) has been served on all leaseholders within the New Central development. This is the correct and lawful procedure in terms of the planning application process. It should be noted that any planning permission granted would not override any requirements which may exist under other forms of regulation, such as the Party Wall etc. Act 1996 and the Building Regulations, for example. Any matters between the freeholder and any leaseholder are civil in nature, outside of the remit of the Local Planning Authority, and do not constitute material planning considerations in the determination of this planning application. The impact of construction works is not, in itself, a reason to potentially refuse planning permission although, taking into account the somewhat unusual nature of this proposal (in being located above existing apartments) this matter will be discussed within the report.

Method of construction

04. The Design and Access Statement (hereafter referred to as 'DAS') submitted with the application sets out that it is proposed to utilise pre-fabrication construction methods delivered as a combination of pre-fabricated modular units and panellised steel frame that can be assembled and connected on site. It is also stated that the accommodation will be inset from the existing parapets to facilitate construction safely at roof level without the need to scaffold the outside of the existing blocks, and that this removes the need to disturb the existing facade fabric. The submitted DAS states that the mechanical engineering consultant has checked that there is sufficient capacity in the riser to serve the additional units and that the structural engineer has also confirmed that the existing structures are able to take the additional loading without the need for strengthening works below; these matters would be subject to the Building Regulations.
05. The DAS contains a construction method statement, setting out that, in order to minimise disturbance to the existing occupants of New Central, off-site manufacture of a pre-fabricated modular system will be utilised. It is also proposed to locate the site facilities, and mobile crane, within part of the adjacent aggregate yard.
06. Key points from the construction method statement within the DAS are:
  - All site deliveries and operative access are proposed via the existing 'haul' road between New Central and the railway
  - Access to work areas for operatives will be via hoists on the building exterior which, where possible, will be positioned above stair cores and ancillary spaces away from existing residential windows and balconies
  - Material access to the rooftop will be via mobile crane and hoist
  - Dust control measures will be utilised
  - The existing waterproof membrane is to be kept intact with only the need to site drill and fix the steel grillage into the roof
  - The existing PV panels will be disconnected, made safe and stored off site until works are complete, when they will be re-positioned and re-connected
07. Whilst it is acknowledged that existing New Central residents will experience some disruption during the construction process it is considered that potential disruption can be mitigated as much as possible through recommended condition 04. It is also a consideration that construction works are subject to various British Standard Codes of Practice, and fall within the remit of the Health and Safety Executive in terms of safety.

Principle of development

08. The application site falls within the Urban Area within Woking Town Centre. The NPPF (2018) and Policy CS25 of the Woking Core Strategy (2012) promote a presumption in favour of sustainable development. Policy CS10 of the Woking Core Strategy (2012) identifies that the Council will make provision for an additional 4,964 net additional dwellings in the Borough between 2010 and 2027, with an indicative number of net additional dwellings within Woking Town Centre of 1,980.
09. Policy CS10 sets out an indicative density range of in excess of 200 dph within Woking Town Centre, although states that the density ranges set out are indicative and will depend on the nature of the site and that higher densities than the guidelines will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of the area would not be compromised. Taking the New Central development as a whole the existing density is 428 dph (dwellings per hectare) (on the basis of 481 existing dwellings); the proposal would increase this density to 466 dph (on the basis of 524 resulting dwellings). This resulting density is considered to be justified in this instance through the sustainability of the location, albeit subject to an assessment of character impacts.
10. The reasoned justification text to Policy CS10 sets out that Woking Town Centre is one of the broad locations for long-term residential development in accordance with the overall spatial approach of the Woking Core Strategy (2012), helping to minimise the impact on important biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport. Furthermore, the use of Woking Town Centre sites will help minimise the amount of land that will be needed to be released from the Green Belt to meet housing need.
11. Policy CS2 of the Woking Core Strategy (2012) states that the Council will support the development of Woking Town Centre as the primary centre for economic development in the Borough and as a primary economic centre in the South East and that Woking Town Centre is the preferred location for town centre uses and high density residential development, that new development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness.
12. Policy CS2 sets out that proposals within Woking Town Centre will be achieved through, inter alia:
  - intensification of existing sites
13. The proposals take the form of rooftop extensions to an existing residential-led mixed use development within Woking Town Centre, representing intensification of an existing site. In providing x43 net dwellings the proposal would make a meaningful contribution to housing supply within both Woking Town Centre and the wider Borough and to meeting the indicative net additional dwelling thresholds set out by Policies CS2 and CS10 of the Woking Core Strategy (2012).
14. Paragraph 188 of the NPPF (2018) states that *"planning...decisions should:...support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for*



*occupiers*". Furthermore paragraph 68 of the NPPF (2018) states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly, and that to promote the development of a good mix of sites local planning authorities should, inter alia, support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes.

15. Overall therefore, subject to the further planning considerations set out within this report, the principle of the proposed development is considered to be acceptable.

#### Housing mix

16. Policy CS11 of the Woking Core Strategy (2012) states that all residential proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs, as evidenced in the latest Strategic Housing Market Assessment, to create sustainable and balanced communities. Policy CS11 does however state that the appropriate percentage of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme. In this case the proposal would result in 56% of 1 bed units, 42% of 2 bed units and 2% of 3 bed units.
17. Whilst it is noted that the proposed mix provides a higher number of 1 and 2 bed units than as stated within Policy CS11, it is acknowledged that not every development site will deliver the complete mix of unit sizes. It is also noted that Policy CS11 operates, and is monitored, Borough wide. In addition the reasoned justification notes 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. The application site lies within Woking Town Centre and provides flatted dwellings as existing. The proposal is considered to provide a good split between 1 and 2 bedroom units and, taking into account the location of the application site and the considerations of design and access, the flatted nature of the units proposed is considered to be acceptable. Overall the mix of dwelling types and sizes is considered to be acceptable and to accord with Policy CS11 of the Woking Core Strategy (2012).

#### Design and impact upon the character of the area

18. 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. Policy CS21 of the Woking Core Strategy (2012) states that development should respect and make a positive contribution to the street scene and the character of the area paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
19. The New Central development consists of a framework of linked open-spaces reinforced by buildings of an appropriate height and key buildings on important corners. A landmark building (Olympian Heights) marks the north-western corner of the development. The New Central development layout was based on a pre-existing informal pedestrian route through the site from the York Road area to the Town Centre. A curved apartment block (Chataway House) fronts onto Bradfield Close making this part of Bradfield Close into a more conventional 'street' opposite the domestic-scale buildings of Waverley Court. Bradfield Close is continued between

Blocks A (4, 5 and 6 storeys) and Blocks B and C (4, 5 and 7 storeys), opening out into the main square framed by Blocks C, D (9 and 11 storeys) and the secondary tower Block E (15 storeys), framing the main square to the south.

20. The secondary tower (Block E) is cantilevered at the fifth floor so that it over-sails the main pedestrian/cycle route through the development. Block G is located in the centre of the main square; a pavilion-type building used as a restaurant (Class C3). The main square is framed by Block H to the north (7 and 8 storeys of commercial accommodation) and Blocks F (8 storeys) and K (6 storeys) to the south. The return to Block K provides the main frontage to Guildford Road. Blocks F and K contain some retail and restaurant (Class A1 and A3) uses at the ground floor and residential within upper floors. Block I (Olympian Heights), the main 21 storey tower, is located on the north-western corner of the development, close to Victoria Arch.
21. The architectural approach of the New Central development is contemporary. The residential elements vary greatly in scale and shape, but are contained within horizontal grids reflecting storey levels, which provides an element of consistency through the development, including the commercial elements where the glazing is more limited. The main square is predominantly surrounded by render, cladding and dark brick at the lower levels with glazed balustrades and recessed balconies. The buildings addressing Bradfield Close are also in dark brick at lower levels with render above. The main square is a large area with a contemporary hard-landscaped, urban approach to the landscaping. The New Central development created what was essentially a new 'quarter' for Woking Town Centre with its own distinct character.
22. There is a great deal of ongoing change and redevelopment within this area of Woking Town Centre. The construction of the Victoria Square development is ongoing and includes development of between x23 and x34 storeys approximately 150 metres north-east of the New Central development. Furthermore a resolution to grant planning permission subject to a S106 legal agreement (Ref: PLAN/2016/0742) was made at Planning Committee on 18.10.2016 at Nos.20-32 Goldsworth Road for the construction of development ranging between ground plus x34 storeys and ground plus x10 storeys. The site of Nos.20-32 Goldsworth Road is located approximately 85 metres from the New Central development, on the northern side of the railway.
23. It is proposed to utilise pre-fabrication construction methods delivered as a combination of prefabricated modular units and panellised steel frame that can be assembled and connected on site. The new 'rooftop' units adhere to the descending arrangement of the existing New Central development, which step down from the taller blocks facing onto Guildford Road, down to the low rise housing along Bradfield Close.

#### Block A

24. Existing Block A is located on Bradfield Close and steps down in height from six, to five and then to four storeys, enclosing the 'urban street' in conjunction with opposing Block B. The proposed extension would occur at sixth floor level, abutting the existing six storey element and leaving the existing four storey element intact. Whilst this extension would reduce the 'stepped' nature of Block A it would be set back by approximately 2.8m from the north-west elevation, 1.0m from the south-east elevation and would remain approximately 14.0m from the south-west elevation. Block A would subsequently step down from six storeys to four storeys however the combination of the set-backs and differentiation in external materials would assist in 'recessing' the proposed sixth floor extension.

Block B

25. Existing Block B steps down in height from five to four storeys, enclosing the 'urban street' in conjunction with opposing Block A. The proposed extension would occur at sixth floor level, leaving the existing four storey element intact such that the extension would not reduce the existing 'stepped' nature of Block B. The proposed extension would be set back by between approximately 5.0m and 10.0m from the south-east elevation (that presented to the 'urban street'), by between approximately 1.0m and 1.4m from the north-west elevation and would remain approximately 8.0m from the south-west elevation. Block B would subsequently step down from six storeys to four storeys although again the combination of the set-backs and differentiation in external materials would assist in 'recessing' the proposed sixth floor extension.

Blocks C and D

26. Blocks C and D are interconnected and sited adjacent to the railway. As existing these blocks range in height between eleven and seven storeys. The proposed extensions would occur at 8th - 10th floor levels above Block C and at 10th - 13th floor levels above Block D, thus varying between two and three storeys in height above both Blocks. At 8th floor level the Block C extension would be set back approximately 1.0m from all elevations (with the exception of the stair/lift core which would abut Block B). At 9th floor level the Block C extension would step back approximately 5.7m from both the north-east elevation (that presented to the main square) and south-east elevation (that presented to Block A). Whilst the Block C extension would clearly be readily apparent from the main square the stepped nature it would adopt, and the significant set back from the two key elevations, would reduce its impact upon the main square and remain consistent with the stepped nature of the existing New Central development.
27. The 10th floor of the Block C extension would be relatively modest in area, accommodating the upper level, and private terrace, of a 2 bedroom duplex apartment adjacent to the railway line. The 10th floor extension proposed above Block D would be level with the 10th floor of the Block C extension. The Block D extension would be set back by approximately 1.0m from all elevations (with the exception of part of the abutment to the Block C extension), and would abut the existing 10th floor element of Block D. The 11th floor of the Block D extension would be set back by approximately 3.2m from the existing south-east elevation (that facing into the main square) and would utilise a 'glazed walkway' feature on the north-west elevation (that facing towards the railway). This floor would abut the existing 11th floor element of Block D.
28. At 12th floor level the three storey element of the Block D extension would set back by approximately 9.6m from the south-east elevation (that facing into the main square) and approximately 1.4m from the north-west elevation (that facing towards the railway); these factors would heavily 'recess' this element. At 12th floor level the two storey element of the Block D extension would step back by approximately 1.0m from both the south-east and north-west elevations and the 'corner' of this block (adjacent to Block H) would be utilised for the provision of private balconies. At 13th floor level the Block D extension would step back by approximately 4.0m from the south-east elevation (that facing into the main square) and would partly utilise a 'glazed walkway' feature on the north-west elevation (that facing towards the railway).

Block F

29. Existing Block F is eight storeys in height (the ground floor commercial units are double height) and abuts fifteen storey Block E (the 'secondary' tower) and part eight storey, part six storey Block K (which presents to Guildford Road). The proposed extension would occur at 9th and 10th floor levels, leaving the part eight storey, part six storey element of adjacent Block K intact. At both 9th and 10th floor levels the proposed extension would be set back by approximately 1.0m from both the north (facing into the main square) and south elevations and set back by approximately 7.0m from the Guildford Road elevation of adjacent Block K.
30. The proposed extension would abut the 'secondary' 15 storey tower of Block E although would remain five storeys below the height of Block E such that it would remain clearly subordinate to this 'secondary tower' and is not considered to materially reduce the prominence of Block E in townscape and urban design terms. Whilst the Block F extension would be clearly apparent from Guildford Road it would remain set back approximately 7.0m from the adjacent Block K elevation fronting Guildford Road and its appearance within this street scene would therefore be primarily limited to obliquely angled views in which it would be viewed in context with the larger (15 storey) adjacent Block E. It would retain the 'stepped' form of Blocks EFK and is not considered to appear out of context with its surroundings.
31. Overall, as set out previously, the proposed 'rooftop' units would be set back from the existing parapets, and in some places set back significantly from the existing elevations, utilising a stepped arrangement in places. The 'rooftop' units would utilise grey non-combustible planked cladding to contrast with the existing white insulated render (which forms the predominant external finish of the existing development) and therefore differentiate from the existing development in terms of external finish. It is considered that both of these factors would assist in 'recessing' the 'rooftop' units and visually breaking-up the resulting massing and bulk of the development. It is considered that the proposed 'rooftop' extensions would integrate into the existing New Central development and would respect the design intent of the initial development, retaining the townscape prominence of the primary 21 storey tower and the secondary 15 storey tower. It is not considered that a harmful sense of enclosure would occur to the main square due to the recessed nature of the 'rooftop' extensions, combined with the stepped arrangement of the taller elements. Overall the proposal is considered to respect and make a positive contribution to the character of Woking Town Centre, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land in accordance with Policies CS2, CS21 and CS24 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Heritage

32. There are no statutory listed buildings within, or within proximity of, the site and the site is not located within, nor within close proximity of (such that a material impact would occur) any Conservation Area. However nearby The Sovereigns Public House, Guildford Road and Nos.1-11 Guildford Road are Locally Listed.
33. For the purposes of the NPPF (2018) Locally Listed buildings are a non-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.

34. The Sovereigns Public House (PH) is Locally Listed as a Building of Architectural Significance and Nos.1-11 Guildford Road as a Building of Townscape Merit. The proposal would not directly affect these non-designated heritage assets, nor would the substantive proportion of the proposal have the potential to affect the setting (an indirect effect) of these Locally Listed buildings. Whilst this is the case the proposed extensions to Block F and Block A do have the potential to affect the setting (an indirect effect) of these non-designated heritage assets.
35. The proposal would be apparent in combination with The Sovereigns PH in only two key views. The proposed extension to Block F would be viewed behind The Sovereigns PH in obliquely angled north-westerly views obtained from Guildford Road. Whilst this is the case existing Blocks K, F and E are apparent behind The Sovereigns PH in these views, with the x15 storey height of Block E and the x21 storey height of Block I readily apparent. The proposed extension to Block F would add an additional two storeys (circa 5.6m above the existing Block F height) however these additional two storeys would be viewed behind The Sovereigns PH in combination with existing Blocks K, F and E, such that a minor effect would occur to the setting of The Sovereigns PH in comparison to the existing situation. Whilst the Block F extension would also be apparent directly from the east in combination with The Sovereigns PH in these views it would be set back behind Block K, which would remain the dominant block in these views. Existing Block K is greater in scale than The Sovereigns PH and the Block F extension would add in a minor manner to this existing effect in these views.
36. Similarly the Block F extension would be apparent in combination with Nos.1-11 Guildford Road, which forms the Edwardian Shopping Parade on the opposite side of Guildford Road. This would principally be in southerly and northerly views achieved when moving along Guildford Road. The Block F extension would be set back approximately 15.7m from the existing Block K elevation fronting Guildford Road and would represent an increase in height of a relatively modest approximate 5.6m. These combined factors would ensure that a minor effect would occur to the setting of Nos.1-11 Guildford Road in comparison to the existing situation.
37. Furthermore, in comprising a relatively recent development, the existing New Central development does not have a strong economic, social or historical relationship with the heritage assets of either The Sovereigns PH or Nos.1-11 Guildford Road.
38. Overall the proposal would indirectly affect the non-designated heritage assets of both The Sovereigns PH and Nos.1-11 Guildford Road, through development within their setting. However the harm to the existing setting of these non-designated heritage assets is considered to be minor, and to be clearly offset by the public benefit of x43 net additional dwellings within a sustainable location within Woking Town Centre, and would not reduce the significance of these heritage assets. The proposal is therefore considered to comply with Policy CS20 of the Woking Core Strategy (2012), Policy DM20 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018) with regard to heritage.

Impact upon neighbouring amenity

39. 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 on assessing neighbouring amenity impacts is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

Daylight impacts

40. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within a Daylight and Sunlight Report carried out in compliance with the methodology outlined within the Building Research Establishment (BRE) Guide 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)', a recognised industry tool for assessing these effects (hereafter referred to as the BRE Guide). The BRE guide is however a guide and compliance is not mandatory, since the actual effect can be influenced by other factors. The BRE Guide is referred to within SPD Outlook, Amenity, Privacy and Daylight (2008).
41. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.
42. It is also a material consideration that Paragraph 123(c) of the NPPF (2018) states that *"local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)"*.
43. Rooms in adjoining or nearby housing where daylight is required include living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed as daylight is not required to these rooms. Vertical Sky Component (VSC) and Daylight Distribution (DD) are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.

Vertical Sky Component (VSC)

44. Vertical Sky Component (VSC) quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. According to the BRE Guide if the VSC, with the new development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight. The maximum VSC value obtainable at a flat window in a vertical wall is effectively 40%. Clearly 'noticeable' is a different test than that set out within Policy CS21 of the Woking Core Strategy (2012), which refers to 'significant' harm rather than a 'noticeable' effect.

Daylight Distribution (DD)

45. Where room layouts are known, the impact on the daylighting distribution in existing buildings can be found by plotting the 'no sky line' in each of the main rooms. For housing this would include living rooms, dining rooms and kitchens; the BRE Guide states that bedrooms should also be analysed although they are less important. The no sky line divides points on the working plane (in housing assumed to be horizontal and 0.85m high) which can and cannot see the sky. The BRE Guides states that if, following construction of a new development, the no sky line moves so that the area of the existing room, which does not receive direct daylight, is reduced to less than 0.8 times its former value (ie. a greater than 20% reduction) this will be noticeable to the occupants, and more of the room will appear poorly lit. However the BRE Guide also states that the guidelines need to be applied sensibly and flexibly; if an existing building contains rooms lit from one side only and greater than 5.0m deep, then a greater movement of the no sky line may be unavoidable.

Sunlight impacts

Sunlight impact to windows

46. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window, or area of ground, being assessed relative to the position of due south. The BRE guide recommends that all main living rooms facing within 90° of due south (ie. facing from 90° to 270°) should be checked for potential loss of sunlight. Kitchens and bedrooms are less important.
47. The BRE Guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of APSH between 21 September and 21 March (for ease of reference this period is referred to as 'winter months') and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of APSH. In this context 'Probable sunlight hours' means the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question.

Overshadowing to gardens and open spaces

48. The BRE Guide sets out that the availability of sunlight should be checked for all open spaces where sunlight is required, including gardens and sitting out areas (such as those between non-domestic buildings and in public squares) and recommends that at least 50% of the area should receive at least two hours of sunlight on 21st March, stating that, if, as a result of a new development, an existing garden or amenity area does not meet the 50% criteria, and the area which can receive two hours of sunlight on 21st March is less than 0.8 times its former value (ie. a greater than 20% reduction), then the loss of sunlight is likely to be noticeable.

Privacy / Loss of outlook

49. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out minimum recommended separation distances for achieving privacy of 15 metres for three storey and over front to front elevation relationships. Concerns have been raised by some residents regarding the potential loss of views from existing New Central properties. The potential loss of enjoyment of a view is not a ground on which planning permission

can be refused. However, the impact of a development on outlook is a material planning consideration and stems on whether the development would give rise to an undue sense of enclosure or overbearing effect to neighbouring/nearby residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical, with key factors in this assessment being the existing local context and arrangement of buildings and uses.

#### Blocks A and B

50. Blocks A and B face each other across the 'urban street' towards Bradfield Close. An existing separation gap measuring approximately 12.0m exists between the facing elevations of these two blocks. The proposed sixth floor extensions to each of these two blocks would be set back by approximately 2.8m (Block A extension) and by between 5.0m and 10.0m (Block B extension) from the facing elevations. Whilst the extensions are likely to be visible from the existing third and fourth floor levels of these blocks the relatively modest heights, combined with the relative set backs from the facing elevations, of these extensions is considered to preclude any significantly harmful impact, by reason of potential overbearing effect due to bulk, proximity or loss of outlook to Blocks A and B. Taking into account that the extensions would achieve greater levels of separation than currently exists between the facing elevations of these two blocks, combined with the set backs from the facing elevations, it is not considered that a significantly harmful loss of privacy would occur to Blocks A and B.
51. The submitted Daylight and Sunlight Report demonstrates that all habitable room windows within Blocks A (ground floor to fifth floor) and B (ground floor to fourth floor) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected, with the exception of the following windows within Block A:

Floor	Window Ref	Room Ref	Room Type	VSC Reduction	Other factors
First	W15	R12	Living Room	22%	Dual aspect room with Window W14 which experiences only 1% reduction
Third	W15	R12	Living Room	21%	Dual aspect room with Window W14 which experiences 0% reduction
Fourth	W10	R9	Living Room	35%	Dual aspect room with Window W9 which experiences only 1% reduction
Fourth	W1	R1	Bedroom	24%	N/A

52. As can be seen from the preceding table the VSC reductions to Windows W15 at first and third floors are only slightly in excess of the 20% BRE Guide target criteria; by 2% and 1% respectively. In addition these windows serve dual aspect living rooms, with the other living room windows (W14) experiencing very minor VSC reductions of 1% and 0% respectively, such that no significantly harmful loss of daylight is considered to occur to these living rooms overall. Whilst the VSC reduction to window W10 at fourth floor level is more significant (35%) again this window serves a dual aspect living



room, with the other living room window (W9) experiencing only a 1% VSC reduction, such that no significantly harmful loss of daylight is considered to occur to this living room overall. The extent of VSC reduction (24%) to window W1 at fourth floor is considered to result in a noticeable loss of daylight to this room however does not significantly exceed the 20% BRE Guide target criteria, such that a significantly harmful loss of daylight is considered to occur. Furthermore window W1 serves a bedroom; the BRE Guide sets out that living rooms and kitchens need more daylight than bedrooms.

53. With the exception of two rooms addressed below the submitted Daylight and Sunlight Report demonstrates that all habitable rooms within Blocks A (ground floor to fifth floor) and B (ground floor to fourth floor) would experience 'no sky line' reductions of less than 0.8 times their former values (ie. would sustain a less than 20% reduction). Therefore daylight distribution within all Block A and Block B habitable rooms would not be significantly adversely affected with the exception of the following two rooms within Block A:

Floor	Room Ref	Room Type	DD Reduction
Fifth	R1	Living Room	26%
Fifth	R2	Bedroom	27%

54. In terms of daylighting distribution the BRE Guide states that bedrooms should be analysed although they are less important than living rooms, dining rooms and kitchens; therefore the reduction to room R2 (Bedroom) is not considered to be significantly harmful. Although the daylight distribution reduction to room R1 (Living Room) exceeds the BRE Guide target criteria it does not exceed the 20% BRE Guide target criteria (20%) by such a margin that the loss of daylight distribution is considered to be significantly harmful, taking into account the Woking Town Centre location of this room within an existing high density residential development.
55. The submitted Daylight and Sunlight Report demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant habitable room windows within Blocks A (ground floor to fifth floor) and B (ground floor to fourth floor).

#### Block C

56. Although Block C has a relatively close relationship as existing with Blocks A and E at second storey level the Block C extension would be set back from the south-east and north-east elevations relatively significantly (by approximately 5.5m and 5.8m respectively). The single storey height which would occur within closest proximity to the south-east and north-east elevations (those closest to Blocks A and E) would be relatively limited in height. These factors are considered to preclude any significantly harmful impact, by reason of potential overbearing effect due to bulk, proximity or loss of outlook to Blocks A and E. Taking into account that the extensions would achieve the same level of separation as currently exists between the facing elevations of these two blocks, combined with the set backs from the facing elevations, it is not considered that a significantly harmful loss of privacy would occur to Blocks A and E.
57. The submitted Daylight and Sunlight Report demonstrates that all habitable room windows within Block C (ground floor to fifth floor) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected.

The submitted Daylight and Sunlight Report also demonstrates that all habitable rooms within Block C (ground floor to fifth floor) would experience no 'no sky line' reductions of less than 0.8 times their former values (ie. would sustain a less than 20% reduction). Whilst windows within the sixth floor of Block C have not been included within the submitted Daylight and Sunlight Report the sixth floor room layout is identical to that at fifth floor. The submitted Daylight and Sunlight report demonstrates that the most adverse VSC reduction to habitable windows at fifth floor level would be 4%, and the most adverse daylight distribution reduction would be 3%. Taking into account that the receipt and distribution of daylight improves the further up the building it can be concluded that daylighting would not be significantly adversely affected at sixth floor level of Block C. Overall, therefore daylight distribution within all Block C habitable rooms would not be significantly adversely affected.

58. The submitted Daylight and Sunlight Report demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant habitable room windows within Block C (ground floor to fifth floor).

#### Block D

59. At 10th floor level the Block D extension would be situated approximately 26.2m from the closest point of Block E (ie. the cantilevered element). The stepped formation of the Block D extension is such that the 11th and 12th floor levels would 'step back' from Block E and therefore retain approximately 28.6m and 34.4m respective separation to Block E. Taking account of the existing high density nature, and Woking Town Centre location, of Block E, combined with the considerations previously outlined, it is considered that the Block D extension would achieve a satisfactory relationship with Block E, avoiding significantly harmful impact, by reason of potential loss of privacy or overbearing effect due to bulk, proximity or loss of outlook. Whilst the Block D extension would be apparent from north-east facing windows within adjoining Block C the relative heights, stepped arrangement, and 90° formation of the Block D extension in relation to these windows, are considered to preclude any significantly harmful impact, by reason of potential overbearing effect due to bulk, proximity or loss of outlook, or a significantly harmful loss of privacy, to Block C.
60. The submitted Daylight and Sunlight Report demonstrates that all habitable room windows within Block D (ground floor to fifth floor) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected.
61. With the exception of nine rooms addressed below the submitted Daylight and Sunlight Report demonstrates that all habitable rooms within Block D (ground floor to fifth floor) would experience 'no sky line' reductions of less than 0.8 times their former values (ie. would sustain a less than 20% reduction). Therefore daylight distribution within all Block D habitable rooms would not be significantly adversely affected with the exception of the following nine rooms:

Floor	Room Ref	Room Type	DD Reduction
Second	R10	Bedroom	23%
Third	R8	Bedroom	21%
Third	R10	Bedroom	28%
Fourth	R8	Bedroom	28%
Fourth	R10	Bedroom	24%
Fourth	R11	Living Room	26%

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Fifth	R6	Living Room	26%
Fifth	R8	Bedroom	22%
Fifth	R11	Living Room	27%

62. Six of these nine rooms are bedrooms; in terms of daylighting distribution the BRE Guide identifies that bedrooms should also be analysed although they are less important than living rooms, dining rooms and kitchens. Furthermore the reductions in daylight distribution to four of these six bedrooms range between 21% - 24%, and therefore not significantly in excess of the BRE Guide target criteria of 20%. Taking into account the bedroom use and level of reductions the daylight distribution reductions in these rooms are not considered to be significantly harmful. Whilst the reductions to the other two bedrooms (at 28%), and the three living rooms (26% - 27%), would be more significant taking into account the Woking Town Centre location of Block D, combined with the existing high density nature of the New Central development, and the fact that these reductions are not significantly in excess of the BRE Guide target criteria of 20%, it is not considered that the reduction in daylight distribution to these rooms would be significantly harmful. It is also a significant material consideration that all habitable room windows within Block D would maintain VSC in accordance with the BRE Guide target criteria.
63. The submitted Daylight and Sunlight Report demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant habitable room windows within Block D (ground floor to fifth floor).
64. Whilst the submitted Daylight and Sunlight Report does not assess Block D windows at sixth floor level and above this is because at these levels the proposed extension to Block C does not breach the 45° angle 'rule of thumb'. The BRE Guide sets out that where this 'rule of thumb' is not breached further detailed daylight and sunlight tests are not required.

### Block E

65. The submitted Daylight and Sunlight Report demonstrates that all habitable room windows within Block E (ground floor to seventh floor) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected with the exception of the following window:

Floor	Window Ref	Room Ref	Room Type	VSC Reduction	Other factors
Third	W1	R1	Bedroom	29%	N/A

66. The submitted Daylight and Sunlight Report demonstrates that all habitable rooms within Block E (ground floor to seventh floor) would experience 'no sky line' reductions of less than 0.8 times their former values (ie. would sustain a less than 20% reduction). Therefore daylight distribution within all Block E habitable rooms would not be significantly adversely affected. Whilst the submitted Daylight and Sunlight Report does not assess Block E windows at eighth floor level and above this is because at these levels the proposed extensions to Blocks C and D do not breach the 25° and 45° angle 'rules of thumb'. The BRE Guide sets out that where these 'rules of thumb' are not breached further detailed daylight and sunlight tests are not required.

67. The submitted Daylight and Sunlight Report demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant habitable room windows within Block E (ground floor to seventh floor).
68. In terms of the external amenity space partly to the rear of Block E (identified as Amenity A2) the submitted Daylight and Sunlight Report demonstrates that there would be effectively no reduction in existing sunlight, such that no harmful impact would arise to this external amenity space in this regard.

Blocks G and H

69. Blocks G and H (ground floor to fifth floor) contain only commercial floorspace (restaurant and office) and therefore the impact of the development upon Blocks G and H does not need to be further considered.

Block I

70. Block I is the main 21 storey tower located within the north-western corner of the New Central development. Existing Block H intervenes between part of Block I and the Block F extension up to fifth floor level. It should also be noted that the Block F extension would not encroach onto adjacent Block K, which occurs directly opposite the majority of the Block I tower. A separation distance measuring approximately 51.0m would be retained between the Block F extension and Block I. Taking into account these combined factors it is considered that the Block F extension would achieve a satisfactory relationship with Block I, avoiding significantly harmful impact, by reason of potential loss of privacy, daylight, sunlight, or overbearing effect due to bulk, proximity or loss of outlook.
71. Due to the current stepped form of Block D the 9th and 10th floors of the Block D extension would be screened from Block I by the existing 9th and 10th floors of Block D. At 11th and 12th floors the Block D extension is likely to be visible from the western elevation of Block I however at these levels approximately 35.0m separation would be retained between the closest points of the Block D extension and the western elevation of Block I. Furthermore the Block D extension would be entirely offset from the western elevation of Block I due to the existing obliquely angled relationship between these two blocks. Taking into account these combined factors it is considered that the Block D extension would achieve a satisfactory relationship with Block I, avoiding significantly harmful impact, by reason of potential loss of privacy, daylight, sunlight, or overbearing effect due to bulk, proximity or loss of outlook.

Block L

72. Block L is a four storey curved apartment block to the south of Block A providing x13 flats. To the rear is a communal garden area, predominantly laid to lawn with some planting. There is an existing, established, relatively close and almost perpendicular relationship between Block A and Block L. The extension to Block A would result in an additional storey across part of the building, although it would leave the four storey element of Block A (the element with the closest relationship to Block L) intact. The extension would also be set back approximately 1.0m from the south-east elevation of Block A (which faces into the communal garden area), which would reduce its impact when viewed from both the communal garden area and the rear elevation of Block L. Taking account of the existing, established relationship between Block A and Block L the proposed extension to Block A is not considered to give rise to significantly harmful impact, by reason of potential loss of privacy or an overbearing effect due to bulk, proximity or loss of outlook to either Block L or the communal garden area.

73. The submitted Daylight and Sunlight Report demonstrates that all habitable room windows within Block L (ground floor to third floor) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected.
74. The submitted Daylight and Sunlight Report demonstrates that all habitable rooms within Block L (ground floor to third floor) would experience 'no sky line' reductions of less than 0.8 times their former values (ie. would sustain a less than 20% reduction). Therefore daylight distribution within all Block L habitable rooms would not be significantly adversely affected.
75. The submitted Daylight and Sunlight Report demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant habitable room windows within Block L (ground floor to third floor).
76. In terms of the external amenity space to the rear of Block L (identified as Amenity A1) the submitted Daylight and Sunlight Report demonstrates that there would be effectively no reduction in existing sunlight, such that no harmful impact would arise to this external amenity space in this regard.

New Central Daylight/Sunlight conclusions

77. Of the 313 windows assessed for VSC within the existing New Central development only 2 windows, serving bedrooms, (less than 1% of the windows reviewed) would experience VSC reductions greater than the BRE target value of 20% (excluding the 3 dual aspect living rooms which would experience a VSC reduction of greater than 20% to one window to each room although the average VSC reduction to each of those living rooms would still fall within the BRE target values). This is a very high level of VSC compliance for a high density Woking Town Centre development.
78. With regard to daylight distribution of the 265 rooms assessed within the existing New Central development 7 bedrooms and 4 living rooms (4% of the rooms assessed) would experience reductions in excess of the BRE Guide target value of 20%. However these reductions would remain relatively close to the BRE target criteria and are considered to qualify as 'minor adverse'. Furthermore the majority of daylight distribution reductions in excess of the BRE target criteria (7 of 11) relate to bedrooms, where daylighting distribution is considered less important than to living rooms. Furthermore the 4 living rooms which would experience daylight distribution reductions in excess of the BRE target criteria are typically deep on plan and lit from a single aspect, in which circumstances the BRE Guide states that target reductions may be unavoidable. Overall, taking into account the high density Woking Town Centre nature of the site the resulting daylight distribution is considered to be acceptable.

Waverley Court

79. Waverley Court consists of two storey dwellings located on the opposing (south-western) side of Bradfield Close to Blocks A and B. Block A is sited directly opposite Nos.27-32 Waverley Court, which are set back from the footway, on the opposite side of the carriageway, by small gardens. The Block A extension would remain in excess of 30.0m from the facing elevations of Waverley Court. Taking this retained separation distance into account, combined with the single storey height of the Block A extension, no significantly harmful impact, by reason of potential loss of privacy or overbearing

effect due to bulk, proximity or loss of outlook, is considered to occur to Waverley Court as a result of the Block A extension. The Block A extension complies with the 25° angle 'rule of thumb' for daylight such that no harmful loss of daylight would arise to Waverley Court.

80. Block B is offset from properties within Waverley Court, being sited to the north-east. Approximately 42.0m separation would be retained between the closest points of the Block B extension and Waverley Court properties. Taking this retained separation distance into account, combined with the single storey height of the Block B extension, no significantly harmful impact, by reason of potential loss of privacy or overbearing effect due to bulk, proximity or loss of outlook, is considered to occur to Waverley Court as a result of the Block B extension. The form, scale and location of the Block B extension in relation to Waverley Court is such that no harmful impact upon daylight is considered to arise to Waverley Court.

Oliver House, No.30 Guildford Road / Consort Court, No.5 York Road

81. Oliver House / Consort Court are part four storey, part three storey buildings located to the south. Oliver House is attached to the north-western corner of the (northern) Consort Court building and provides x9 flats. Consort Court is split across a northern and southern building; the northern building provides x36 flats and spans from east-to-west and attaches to No.31 Guildford Road and the southern building is sited between No.3 York Road and No.7 York Road and provides x15 flats. The Block A and F extensions are the only elements which would potentially impact upon Oliver House / Consort Court; the other elements would be screened by the intervening, existing New Central development.
82. The Block F extension would retain approximately 50.0m separation to the closest facing elevation of Oliver House and in excess of 60.0m separation to the closest facing elevation of Consort Court (the northerly building). Taking these retained separation distances into account, combined with the relatively modest height of the Block F extension, no significantly harmful impact, by reason of potential loss of privacy or overbearing effect due to bulk, proximity or loss of outlook, is considered to occur to Oliver House / Consort Court as a result of the Block F extension.
83. The Block A extension would remain approximately 26.0m from the closest point of Oliver House (north-west corner) and approximately 37.0m from the closest point of Consort Court (the northerly building). Taking these retained separation distances into account, combined with the single storey height of the Block A extension, no significantly harmful impact, by reason of potential loss of privacy or overbearing effect due to bulk, proximity or loss of outlook, is considered to occur to Oliver House / Consort Court as a result of the Block A extension.
84. The submitted Daylight and Sunlight Report demonstrates that all habitable room windows within Oliver House and Consort Court (ground floor to third floor) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected.
85. The submitted Daylight and Sunlight Report demonstrates that all habitable rooms within Oliver House and Consort Court (ground floor to third floor) would experience 'no sky line' reductions of less than 0.8 times their former values (ie. would sustain a less than 20% reduction). Therefore daylight distribution within all Oliver House and Consort Court habitable rooms would not be significantly adversely affected.

86. The submitted Daylight and Sunlight Report demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant habitable room windows within Oliver House and Consort Court (ground floor to third floor).

Nos.20-32 Goldsworth Road

87. Nos.20-32 Goldsworth Road is a large site on the opposite, northern side of the railway. Although this site currently contains no residential development on 18.10.2016 the Planning Committee resolved to grant planning permission (Ref: PLAN/2016/0742), subject to the completion of a S106 legal agreement, for the erection of, inter alia, x560 residential units. The proposed development ranges in height between ground plus 34 storeys and ground plus 10 storeys. The requisite S106 legal agreement has not yet been completed and therefore planning permission has not been granted for this proposed redevelopment. However the potential redevelopment of this site still represents a material planning consideration in determination of the current application.
88. A separation distance measuring approximately 84.0m would be retained between the northern elevation of the Block BCD extension and the southern elevation of the proposal (primarily Block B / Podium – sited opposite Blocks BCD) at Nos.20-32 Goldsworth Road. The resulting maximum height of Block BCD, as a result of the proposed extensions, would measure approximately 38.0m. The lowest proposed finished residential floor level (Block B / Podium) of the Nos.20-32 Goldsworth Road proposal (44.70) is approximately 7.9m above the finished ground floor level of the relevant parts of Block BCD (36.75). Taking into account these differences in finished residential floor levels the proposed extensions to Blocks BCD comply with the 25° 'rule of thumb', as set out within the BRE Guide and SPD Outlook, Amenity, Privacy and Daylight (2008), such that further checks in relation to daylight impacts to the proposal at Nos.20-32 Goldsworth Road are not required.
89. Taking into account the previously stated differences in finished residential floor levels, combined with the retained separation distances and the resulting 38.0m maximum height of Block BCD, no significantly harmful impact, by reason of potential loss of privacy or overbearing effect due to bulk, proximity or loss of outlook, is considered to occur to the Nos.20-32 Goldsworth Road proposal as a result of the Block BCD extension.

Noise

90. Paragraph 170 of the NPPF (2018) sets out that planning decisions should prevent new development from being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Paragraph 180 of the NPPF (2018) sets out that planning decisions should also ensure that new development is appropriate for its location and in doing so they should avoid noise giving rise to significant adverse impacts on health and the quality of life.
91. A noise and vibration assessment (rail and road traffic) has been submitted with the application. The existing New Central development is located on the western side of Guildford Road and immediately south of the main railway lines from London Waterloo to the south-west. At this point Guildford Road is one way with traffic travelling north only. The New Central development also adjoins The Sovereigns PH and car park and, to the north-west, railway depots and an aggregate site. A noise survey

established that the predominant source of noise was due generally to road traffic although there was also transient noise from the trains on the adjoining railway lines and from the movement of vehicles along the access road to and from the aggregate site adjacent to the railway.

92. The Environmental Health Service have reviewed the submitted noise and vibration assessment (rail and road traffic) and concur that the impact of rail and road traffic noise upon the additional apartments could be addressed via planning condition (condition 11 refers), with appropriate internal noise criteria achievable using conventional constructions. The additional apartments are therefore considered capable of providing a suitable noise environment for future occupiers.
93. Relatively small communal roof terraces are proposed at fifth floor level within Block A (approx. 39 sq.m) and at twelfth floor level within Block D (approx. 50 sq.m). A larger communal roof terrace (approx. 257 sq.m) is proposed at tenth floor level within Block F (annotated on plan to serve Blocks E and F). These communal roof terraces are generally located adjacent to stair/lift (circulation) cores. It is considered that the issue of potential noise and disturbance arising from use of these areas can be addressed via the submission of a management plan secured by recommended condition 08. Such a management plan would need to include (i) hours of access to the communal roof terraces (ii) means of controlling access to the communal roof terraces and (iii) signage regarding hours of use and any activities which are prohibited (ie. barbeques / late night gatherings etc).

#### Wind

94. A pedestrian level wind desk based assessment has been submitted with the application. The prevailing wind direction throughout the year is from the south-west, with a secondary peak from north-easterly winds, especially during the spring (March, April and May) which tend to be cold winds.

#### Main square

95. The wind desk based assessment submitted with the application establishes that the proposed rooftop extensions are not expected to have a significant impact on wind conditions in the main square; the additional height to the building massing is not expected to result in a significant increase in down washing, due to the generally stepped formation of the additional floors. Wind conditions within the main square would therefore remain suitable for a mixture of sitting and standing use during the summer (June, July and August).

#### Terraces/balconies

96. The pedestrian level wind desk based assessment assesses the wind conditions likely to be experienced on the proposed private and communal roof terraces/balconies, and establishes that the wind conditions at the south-eastern private terraces of Block A are likely to be suitable for standing use during the summer; due to the restricted size of these terraces seating is not expected to be provided and therefore wind conditions are suitable for the intended use. The north-western terraces of Block A are expected to be suitable for a mixture of sitting and standing use. Within Block B the private terraces are generally expected to be suitable for sitting use due to the shelter provided by Block A.



97. The private terraces within Block C are expected to have standing use conditions due to their exposure to south-westerly winds, and therefore mitigation measures are required to achieve sitting conditions; these can be secured via recommended condition 12. Within Block D the private terraces are considered to be suitable for a mixture of sitting and standing use. As is the case with Blocks A and B the smaller private terraces within Block D are not expected to provide seating and are therefore suitable for the intended use. The larger private terraces which have standing use conditions require mitigation measures (to achieve sitting use) which can be secured via recommended condition 12. Within Block F the private terraces to the north are expected to be suitable for sitting use during the summer season. The private amenity terraces to the south and west of Block F are expected to be suitable for standing; due to the restricted size of these terraces seating is not expected to be provided and therefore wind conditions are suitable for the intended use. Mitigation measures (to achieve sitting use) are required to the communal terrace of Block F, which can be secured via recommended condition 12.
98. Overall, subject to mitigation measures to some of the larger private terraces and some of the communal terraces, to be secured via recommended condition 12, the impact of wind upon both the main square and the private and communal terraces, is considered to be acceptable.

Sunlight impact upon main square

99. In terms of the main square (identified as Amenity A3) the submitted Daylight and Sunlight Report demonstrates that, as a result of the proposed development, the area of the main square which can receive two hours of sunlight on 21st March, would not be less than 0.8 times its former value (ie. would sustain a less than 20% reduction), such that the loss of sunlight (a 7% reduction in this instance) is unlikely to be noticeable. No harmful impact would arise to the main square by reason of loss of sunlight/overshadowing in this regard.

Amenities of future occupiers

100. With the exception of the three apartments considered further below all proposed apartments would comply with, or exceed, the relevant minimum gross internal floor areas set out by the Technical housing standards – nationally described space standard (March 2015):

Plot no. on plans	Number of bedrooms (b) and bed spaces (persons)	Gross internal area (GIA) proposed (sq.m)	Technical housing standard GIA (sq.m)	Shortfall (sq.m)	External amenity provision
4	2B4P	67	70	-3	Terrace (43 sq.m)
26	1B1P	35	37	-2	Balcony
27	1B1P	35	37	-2	Balcony

101. As can be seen from the preceding table the shortfalls in gross floorspace are minor (2 - 3 sq.m). In the case of plot 4 (2BP4P) the minor 3 sq.m shortfall is considered to be mitigated through the provision of a 43 sq.m private terrace to serve this apartment. Similarly the minor shortfall of 2 sq.m in the case of plots 26 and 27 (both 1B1P) are considered to be sufficiently mitigated through the provision of private

balconies to serve these apartments. Taking these factors into account, combined with the fact that the Technical housing standards – nationally described space standard (March 2015) are not locally adopted, the proposal is considered to provide a good standard of amenity, in terms of the size of accommodation, to future occupiers.

102. SPD Outlook, Amenity, Privacy and Daylight (2008) states that *“dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside for each as private amenity space. This would apply to one and two bedroom flats and any other forms of dwelling less than 65sq.m. floorspace together with specified forms of non family tenure...however, all forms of dwelling should seek to incorporate some modest private sunlit area...at higher levels, particularly in the case of flats, a simple terrace or balcony might be incorporated”*.
103. SPD Outlook, Amenity, Privacy and Daylight (2008) also states that *“in the most dense urban locations of Woking Town Centre...where multi storey developments including flats, duplex apartments and townhouses are intended for family accommodation (for this purpose all flats or duplex apartments with two bedrooms or more and exceeding 65 sq.m. gross floor space) alternative forms of on-site amenity provision may be permitted in lieu of a conventional private garden...use of a communal amenity space or, where it is safe to do so, a suitable area of landscaped roof garden or terrace, may be acceptable for this purpose if it provides an equivalent area of amenity value”*.
104. All x43 proposed apartments would benefit from either a balcony or a private terrace. Of the x13 apartments which would provide two bedrooms or more and in excess of 65 sq.m gross floor space (and therefore constitute ‘family accommodation’) x11 of these apartments would benefit from private terraces varying between 16 sq.m and 43 sq.m in area, with the remaining x2 apartments, which would exceed the 65 sq.m ‘family accommodation’ threshold by only 2 sq.m (plot 7) and 3 sq.m (plot 24) respectively, providing private balconies. Taking into account that the site is located within Woking Town Centre, and would provide flatted development, the overall approach to external amenity provision is considered to be of a good standard and acceptable.
105. Good levels of outlook and daylight are considered to be provided to all proposed apartments. Overall the proposed apartments are considered to provide a good standard of residential amenity for future occupiers.

Parking, highways implications and alternative modes of travel

106. The NPPF (2018) promotes sustainable transport. Paragraph 109 sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be 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.
107. Existing vehicular access is via the existing access from Bradfield Close, which provides direct access into the existing basement car park. This would be unaffected by the proposal.

Car Parking

108. SPD Parking Standards (2018) sets out the following minimum residential parking standards:

Number of bedrooms	Vehicle parking spaces per flat, apartment or maisonette (i)	Number of flats, apartments or maisonettes in proposal (ii)	Overall vehicle parking standard (ie. i x ii)
1 bedroom	0.5	24	12
2 bedroom	1	18	18
3 bedroom	1	1	1
<b>Total</b>			<b>31</b>

109. Applying the minimum parking standards the proposed development would be required to provide x31 parking spaces. However SPD Parking Standards (2018) sets out that on-site provision below minimum standards will be considered for developments within Woking Town Centre, as is the case in this instance.
110. The applicant proposes to allocate x20 existing parking spaces within the basement level of the New Central development to some of the apartments proposed. Whilst letters of representation make reference to all existing basement level parking spaces being allocated to existing leaseholders, the applicant (the freeholder of the New Central development) has provided details of the parking spaces allocated to leaseholders and contends that the x20 existing parking spaces in question (which have been coloured on the basement plan) are not allocated to leaseholders and therefore, as freeholder, the applicant is able to allocate the x20 parking spaces in question to some of the new apartments proposed.
111. It is acknowledged that some leaseholders may utilise the x20 parking spaces in question although they may not be allocated to their leasehold. However, if this is the case, it is within the applicant's capacity as freeholder to prevent such unauthorised use of parking spaces. No cogent evidence has been provided within letters of representation, to demonstrate that all existing parking spaces are allocated to leaseholders, and therefore the presumption is in favour of the evidence provided by the applicant, which indicates that x20 existing parking spaces are unallocated and can therefore be allocated to some of the apartments proposed.
112. The submitted Transport Assessment sets out that a car parking survey was undertaken within the existing basement car park at 05:05 on Wednesday 13th April 2016 and at 04:45 on Thursday 14th April 2016, in order to determine existing car parking demand within the basement car park, and that the existing car park comprises x77 commercial car parking spaces and x265 residential car parking spaces, equating to x342 car parking spaces in total.
113. The parking survey within the Transport Assessment assumes that when the parking surveys were carried out the x77 commercial car parking spaces were empty (due to the hours of survey). Therefore 67% of the x265 residential car parking spaces were occupied and the car parking demand associated with the existing residential units equates to 0.4 spaces per unit. The allocation of x20 existing parking spaces to the apartments proposed would equate to a car parking provision of 0.4 spaces per unit, which aligns with the car parking demand associated with the existing residential units as established by the parking survey. The provision of x20 parking spaces to the x43 units proposed is therefore considered to be acceptable having regard to the Woking Town Centre location of the site and accords with Policy CS18 of the Woking Core

Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF (2018).

#### Cycle Parking

114. SPD Parking Standards (2018) requires x2 cycle parking spaces per dwelling, regardless of bedroom provision. The submitted plans make provision for an additional x84 cycle parking spaces and an additional x6 motorcycle parking spaces within the basement level. Whilst it is noted that the additional cycle parking falls x2 spaces short of the standard required by SPD Parking Standards (2018) (x86 spaces) it is noted that a number of the apartments proposed would be for single occupancy and therefore are likely to require only x1 cycle parking space. It was also noted during the site visit that the existing cycle parking capacity at basement level is not at full capacity and therefore the shortfall of x2 spaces is not considered to cause any planning harm in this instance as it could be accommodated within the existing cycle parking provision. The provision of cycle parking can be secured via recommended condition 05.

#### Alternative modes of travel

##### Walking and cycling

115. 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 public transport connections.
116. There are a range of cycle routes within the vicinity of the 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.

##### Rail

117. Woking railway station is located a walking distance of approximately 360 metres (Station Approach entrance) and 435 metres (High Street entrance) from the site (a circa 3 - 5 minute walk) and is accessible from the site via the existing network of footways and pedestrian crossings. These distances are both well within an 800 metre 'acceptable' walking distance as recommended by the Chartered Institute of Highways and Transportation (CIHT). Woking railway 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, Weybridge, Alton and Portsmouth Harbour.

##### Bus

118. The nearest bus stop to the site is on Woking High Street, approximately 200 metres to the north-east of the site and well 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 site via the existing footways and crossing provision. This bus stop serves many local bus routes.
119. 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.

Trip generation

120. The submitted Transport Statement establishes, informed by the TRICS database, that the proposal has the potential to generate approximately 11 and 13 vehicle movements in the weekday morning (08:00-09:00) and evening (17:00-18:00) peaks respectively, and approximately 113 vehicle movements across a typical weekday (07:00-19:00). This represents a slight increase in vehicle movements, however, not an increased level which is considered to give rise to a detrimental impact on the wider highway network. Therefore the proposals are not considered to prejudice highway safety or the free-flow of traffic. The County Highway Authority (Surrey CC) raises no objection to the application on highways grounds.

Thames Basin Heaths Special Protection Area (TBH SPA)

121. The Special Protection Areas (SPAs) in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Policy CS8 of the Woking Core Strategy (2012) requires new residential development beyond a 400m threshold, but within 5 kilometres, of the TBH SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM).
122. The 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. The applicant has agreed to make a SAMM contribution of £25,245 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy (April 2018 update) as a result of the uplift of x43 dwellings as set out within the following table. This would need to be secured through a S106 Legal Agreement.

Size of dwelling (bedrooms)	SAMM contribution per dwelling (i)	Number of dwellings in proposal (ii)	Overall SAMM contribution (ie. i x ii)
Studio / 1 bedroom	£503	24	£12,072
2 bedroom	£682	18	£12,276
3 bedroom	£897	1	£897
<b>Total SAMM contribution</b>			<b>£25,245</b>

123. Subject to the completion of an appropriate S106 Legal Agreement, the Local Planning Authority is able to determine that the development would have no significant effect upon the TBH SPA and therefore accords with Policy CS8 of the Woking Core Strategy (2012) and the Thames Basin Heaths Special Protection Area Avoidance Strategy.

Affordable housing

124. Policy CS12 of the Woking Core Strategy (2012) states that all new residential development on previously developed (brownfield) land will be expected to contribute towards the provision of affordable housing and that, on sites providing 15 or more dwellings, or on sites of over 0.5ha (irrespective of the number of dwellings proposed), the Council will require 40% of dwellings to be affordable. Policy CS12 also sets out that the proportion of affordable housing to be provided by a particular site will take into account, among other factors, the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model). The policy provides a clear set of considerations that will be taken into account in determining the final proportion of on-site affordable housing.
125. Paragraph 57 of the NPPF (2018) sets out that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage and that the weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.
126. With this in mind, the applicant has set out in the planning application form that no affordable housing is being proposed and has supported the application with a viability appraisal to demonstrate why the development cannot provide affordable housing and remain financially viable. The Council has retained specialist advisors to assess the submissions made in this respect. Kempton Carr Croft have analysed the submitted viability appraisal, including an interrogation of build costs, and have undertaken further research into the Gross Development Values, Benchmark Values, Build Costs and other inputs adopted for the development.
127. Kempton Carr Croft has concluded that that the inputs included within the viability appraisal are reasonable and that the development is unable to provide any element of affordable housing. On this basis, it is considered that Policy CS12 of the Woking Core Strategy (2012) would be addressed.

Biodiversity and protected species

128. 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 established before planning permission is granted. This approach is reflected within Policy CS7 of the Woking Core Strategy (2012).
129. An ecological site assessment has been submitted with the application, which identifies that existing Blocks A, B, C, D and F are of modern design and constructed relatively recently. The site assessment identifies that as the existing buildings are in an urban area and the impacts of the proposal will only be present at the top most floors of the buildings no other ecological receptors outside of the building footprints are considered relevant. Inspection of the buildings found that the roofs were all well sealed with no point of entry that could be accessed by any bat species, consisting of flat roofs with a shingled surface, and that no internal voids exist between the roofs and the buildings and no overhanging edges exist.

130. The surrounding habitat has only a low suitability for commuting bats with the only suitable habitat being a thin strip of woodland that leads away to the west of the site, running adjacent to the railway. The absence of mature vegetation on the site, and presence of permanent street lighting, means it is unlikely bats would commute through the site or over it in preference of the woodland corridor nearby. The provision of additional storeys is not considered to adversely impact any use of the nearby woodland corridor by bat species. The site assessment therefore concludes that the existing buildings have negligible potential to support roosting bat species and that the shingle roofs have only a low potential for use by birds, although a few urban species, such as feral pigeon, herring gull and lesser black-backed gull, may make use of the flat roofs. Birds are therefore not considered to represent a material planning constraint although recommended condition 10 will ensure that a nesting bird check is undertaken 24 hours before the start of works if the works begin within the bird breeding season (March to August). Recommended condition 09 will secure ecological enhancement measures.

#### Energy and water consumption

131. Policy CS22 of the Woking Core Strategy (2012), relating to energy and water consumption, does not explicitly state that it relates to extensions to existing buildings. Therefore it is not considered reasonable or necessary to recommend any planning conditions relating to energy and water consumption. The site does not fall within either the existing or potential District Heat Areas identified within SPD Climate Change (2013).

#### Flooding and water management

132. The site is located within Flood Zone 1, as identified on the Flood map for planning, and therefore no fluvial flood issues are raised. The applicant has submitted a supporting statement setting out that there will be no increase to the existing area receiving rainwater because the development would occur on the existing roofs with no alterations to the current building footprints. The supporting statement sets out that the development would be raised on a steel grillage to enable connections to be made to all existing rainwater downpipes, ensuring there is no disturbance to the existing apartments below, and that the rainwater flow rates will remain the same as existing.
133. The Council's Drainage and Flood Risk Team have been consulted and raise no objection, or requirements, in terms of flood risk and water management stating that, due to the nature of the proposed development, there will be no increase in surface water runoff and therefore no increase in flood risk to the site or the surrounding area. The application therefore complies with Policy CS9 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018) with regard to the flooding and water management.

#### LOCAL FINANCE CONSIDERATIONS

134. The development would be liable for Community Infrastructure Levy (CIL) to the sum of **£239,824** (2,590 sq.m net floorspace) (including the April 2018 Indexation).

#### CONCLUSION

135. Overall the principle of development is considered to be acceptable and the housing mix is considered to be appropriate given the Woking Town Centre location of the site. Furthermore, subject to recommended conditions and S106 legal agreement, the

## 13 NOVEMBER 2018 PLANNING COMMITTEE

development is considered to result in acceptable impacts with regard to design and the character of the area, heritage, neighbouring amenity, noise, wind, sunlight to the main square, amenities of future occupiers, parking, highways implications and alternative modes of travel, Thames Basin Heaths Special Protection Area (TBH SPA), affordable housing, biodiversity and protected species, energy and water consumption and flooding and water management.

136. The proposal is therefore considered to accord with Sections 2, 5, 7, 9, 11, 12, 14, 15 and 16 of the National Planning Policy Framework (NPPF) (2018), Policies CS1, CS2, CS7, CS8, CS9, CS10, CS11, CS12, CS18, CS20, CS21, CS22, CS24 and CS25 of the Woking Core Strategy (2012), Policies DM7, DM16 and DM20 of the Development Management Policies Development Plan Document (DMP DPD) (2016), Supplementary Planning Documents (SPD's) Design (2015), Parking Standards (2018), Outlook, Amenity, Privacy and Daylight (2008), Climate Change (2013) and Affordable Housing Delivery (2014), Supplementary Planning Guidance (SPG) Heritage of Woking (2000), the Planning Practice Guidance (PPG), South East Plan (2009) (Saved policy) NRM6 - Thames Basin Heaths Special Protection Area, Thames Basin Heaths Special Protection Area Avoidance Strategy and Woking Borough Council Strategic Flood Risk Assessment (November 2015).

### **BACKGROUND PAPERS**

Site visit photographs

Letters of representation

Site Notice (Major Development - dated 27.06.18)

Consultation response from County Highway Authority (CHA) (SCC)

Consultation response from Environmental Health

Consultation response from Drainage and Flood Risk Team (WBC)

Consultation response from Lead Local Flood Authority (LLFA) (Surrey CC)

Consultation response from Thames Water Development Planning

Consultation response from Surrey Wildlife Trust

### **PLANNING OBLIGATIONS**

	<b>Obligation</b>	<b>Reason for Agreeing Obligation</b>
1.	<b>£25,245 SAMM (TBH SPA) contribution.</b>	To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy (2012) and The Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy.

### **RECOMMENDATION**

**Grant** planning permission subject to the following conditions and SAMM (TBH SPA) contribution secured by way of S106 Legal Agreement:

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).



02. The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in this notice, other than where those details are altered pursuant to the requirements of the conditions of this planning permission:

**Proposed Drawings**

PL(02)100 Rev P2 (Site Location Plan)

PL(02)200 (Roof Plan)

PL(51)100 Rev P1 (Basement Level Proposed Refuse and Cycle Storage)

PL(03)001 Rev P1 (Block A FP05 General Arrangement Proposed Layout)

PL(05)200 Rev P1 (Block A North West Proposed Elevation)

PL(05)201 Rev P1 (Block A South East Proposed Elevation)

PL(05)202 Rev P1 (Block A South West Proposed Elevation)

PL(03)002 Rev P1 (Block B FP05 General Arrangement Proposed Layout)

PL(03)003 Rev P1 (Block C FP07 General Arrangement Proposed Layout)

PL(03)004 Rev P1 (Block C FP08 General Arrangement Proposed Layout)

PL(03)005 Rev P1 (Block D FP09 General Arrangement Proposed Layout)

PL(03)006 Rev P1 (Block D FP10 General Arrangement Proposed Layout)

PL(03)007 Rev P1 (Block D FP11 General Arrangement Proposed Layout)

PL(03)008 Rev P1 (Block D FP12 General Arrangement Proposed Layout)

PL(03)009 Rev P1 (Block D Roof Plan Proposed Layout)

PL(05)203 Rev P1 (Block BCD North East Proposed Elevation)

PL(05)204 Rev P1 (Block BCD North West Proposed Elevation)

PL(05)205 Rev P1 (Block BCD South East Proposed Elevation)

PL(05)206 Rev P1 (Block BCD South West Proposed Elevation)

LO(03)010 Rev P1 (Block F FP08 General Arrangement Proposed Layout)

PL(03)011 Rev P1 (Block F FP09 General Arrangement Proposed Layout)

PL(03)012 Rev P1 (Block F Roof Plan Proposed Layout)

PL(05)208 Rev P1 (Block F North Proposed Elevation)

PL(05)209 Rev P1 (Block F East Proposed Elevation)

PL(05)210 Rev P1 (Block F South Proposed Elevation)

PL(04)100 Rev P2 (Proposed Section AA - BB)

PL(04)101 Rev P1 (Proposed Section CC)

PL(04)102 Rev P1 (Proposed Section DD)

**Existing Drawings**

PL(03)100 (Block A FP00 General Arrangement Existing Layout)

PL(03)101 (Block A FP01 General Arrangement Existing Layout)

PL(03)102 (Block A FP02 General Arrangement Existing Layout)

PL(03)103 (Block A FP03 General Arrangement Existing Layout)

PL(03)104 (Block A FP04 General Arrangement Existing Layout)

PL(03)105 (Block A FP05 General Arrangement Existing Layout)

PL(03)106 (Block A Roof Plan Existing Layout)

PL(05)100 (Block A North West Existing Elevation)

PL(05)101 (Block A South East Existing Elevation)

PL(05)102 (Block A South West Existing Elevation)

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PL(03)107 (Block BC FP00 General Arrangement Existing Layout)  
PL(03)108 (Block BC FP01 General Arrangement Existing Layout)  
PL(03)109 (Block BC FP02 General Arrangement Existing Layout)  
PL(03)110 (Block BC FP03 General Arrangement Existing Layout)  
PL(03)111 (Block BC FP04 General Arrangement Existing Layout)  
PL(03)112 (Block BC FP05 General Arrangement Existing Layout)  
PL(03)113 (Block BC FP06 General Arrangement Existing Layout)  
PL(03)114 (Block BC Roof Plan Existing Layout)

PL(03)115 (Block D FP00 General Arrangement Existing Layout)  
PL(03)116 (Block D FP01 General Arrangement Existing Layout))  
PL(03)117 (Block D FP02 General Arrangement Existing Layout)  
PL(03)118 (Block D FP03 General Arrangement Existing Layout)  
PL(03)119 (Block D FP04 General Arrangement Existing Layout)  
PL(03)120 (Block D FP05 General Arrangement Existing Layout)  
PL(03)121 (Block D FP06 General Arrangement Existing Layout)  
PL(03)122 (Block D FP07 General Arrangement Existing Layout)  
PL(03)123 (Block D FP08 General Arrangement Existing Layout)  
PL(03)124 (Block D FP09 General Arrangement Existing Layout)  
PL(03)125 (Block D FP10 General Arrangement Existing Layout)  
PL(03)126 (Block D Roof Plan Existing Layout)

PL(05)103 (Block BCD North East Existing Elevation)  
PL(05)104 (Block BCD North West Existing Elevation)  
PL(05)105 (Block BCD South East Existing Elevation)  
PL(05)106 (Block BCD South West Existing Elevation)

PL(03)127 Rev P1 (Block EFK FP00 General Arrangement Existing Layout)  
PL(03)128 Rev P1 (Block EFK FP01 General Arrangement Existing Layout)  
PL(03)178 (Block EFK FP02 General Arrangement Existing Layout)  
PL(03)129 (Block EFK FP03 General Arrangement Existing Layout)  
PL(03)130 (Block EFK FP04 General Arrangement Existing Layout)  
PL(03)131 (Block EFK FP05 General Arrangement Existing Layout)  
PL(03)132 (Block EFK FP06 General Arrangement Existing Layout)  
PL(03)133 (Block EFK FP07 General Arrangement Existing Layout)  
PL(03)134 (Block EFK FP08 General Arrangement Existing Layout)  
PL(03)135 (Block EFK FP09 General Arrangement Existing Layout)  
PL(03)136 (Block EFK FP10 General Arrangement Existing Layout)  
PL(03)137 (Block EFK FP11 General Arrangement Existing Layout)  
PL(03)138 (Block EFK FP12 General Arrangement Existing Layout)  
PL(03)139 (Block EFK FP13 General Arrangement Existing Layout)  
PL(03)140 (Block EFK FP14 General Arrangement Existing Layout)  
PL(03)141 (Block EFK Roof Plan Existing Layout)

PL(05)108 Rev P1 (Block F North Existing Elevation)  
PL(05)109 (Block F East Existing Elevation)  
PL(05)110 Rev P1 (Block F South Existing Elevation)

PL(03)142 (Block H FP00 General Arrangement Existing Layout)  
PL(03)143 (Block H FP01 General Arrangement Existing Layout)  
PL(03)144 (Block H FP02 General Arrangement Existing Layout)  
PL(03)145 (Block H FP03 General Arrangement Existing Layout)  
PL(03)146 (Block H FP04 General Arrangement Existing Layout)  
PL(03)147 (Block H FP05 General Arrangement Existing Layout)

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PL(03)148 (Block H Roof Plan Existing Layout)

PL(03)149 (Block I FP00 General Arrangement Existing Layout)  
PL(03)150 (Block I FP00 Mezzanine General Arrangement Existing Layout)  
PL(03)151 (Block I FP01 Mezzanine General Arrangement Existing Layout)  
PL(03)152 (Block I FP02 General Arrangement Existing Layout)  
PL(03)153 (Block I FP03 General Arrangement Existing Layout)  
PL(03)154 (Block I FP04 General Arrangement Existing Layout)  
PL(03)155 (Block I FP05 General Arrangement Existing Layout)  
PL(03)156 (Block I FP06 General Arrangement Existing Layout)  
PL(03)157 (Block I FP07 General Arrangement Existing Layout)  
PL(03)158 (Block I FP08 General Arrangement Existing Layout)  
PL(03)159 (Block I FP09 General Arrangement Existing Layout)  
PL(03)160 (Block I FP10 General Arrangement Existing Layout)  
PL(03)161 (Block I FP11 General Arrangement Existing Layout)  
PL(03)162 (Block I FP12 General Arrangement Existing Layout)  
PL(03)163 (Block I FP13 General Arrangement Existing Layout)  
PL(03)164 (Block I FP14 General Arrangement Existing Layout)  
PL(03)165 (Block I FP15 General Arrangement Existing Layout)  
PL(03)166 (Block I FP16 General Arrangement Existing Layout)  
PL(03)167 (Block I FP17 General Arrangement Existing Layout)  
PL(03)168 (Block I FP18 General Arrangement Existing Layout)  
PL(03)169 (Block I FP19 General Arrangement Existing Layout)  
PL(03)170 (Block I FP20 General Arrangement Existing Layout)  
PL(03)171 (Block I FP21 General Arrangement Existing Layout)  
PL(03)172 (Block I Roof Plan Existing Layout)

PL(03)173 (Block L FP00 General Arrangement Existing Layout)  
PL(03)174 (Block L FP01 General Arrangement Existing Layout)  
PL(03)175 (Block L FP02 General Arrangement Existing Layout)  
PL(03)176 (Block L FP03 General Arrangement Existing Layout)  
PL(03)177 (Block L Roof Plan Existing Layout)

### Documents

Planning Statement by Rolfe Judd Planning dated June 2018 (Ref: RJP P6866)  
Design and Access Statement by KDS Associates Ltd dated 10th May 2018  
Daylight and Sunlight Report by Schroeders Begg (UK) LLP dated October 2018 (Rev-A. Ref 200/U)  
General Noise and Vibration Assessment (Rail and Road Traffic) by W.A. Hines and Partners dated 2 May 2018 (Ref: PWH/jas/1359R/4317/A)  
Pedestrian Level Wind Desk Based Assessment by RWDI dated May 18th 2018 (Ref: RWDI #1803236 - REV A)  
Transport Statement by Motion dated 17.05.2018 (Ref:140817/ccwoki)  
Site Assessment prepared by enims Ltd dated 24th April 2018 (Ref: EN043-02)

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

03. ++ Notwithstanding the external material details annotated on the approved plans/documents listed within condition 02 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to the development hereby permitted 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) shall be submitted to and approved in writing by the Local Planning Authority. This shall include the provision of a

## 13 NOVEMBER 2018 PLANNING COMMITTEE

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 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. ++ The development hereby permitted shall not commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of the following relevant measures:
- i. An introduction consisting of construction phase environmental management plan definitions and abbreviations and project description and location;
  - ii. A description of management responsibilities;
  - iii. A description of the construction programme which identifies activities likely to cause high levels of noise or dust;
  - iv. Site working hours and a named person for residents to contact;
  - v. Detailed Site logistics arrangements;
  - vi. Details regarding parking, deliveries, and storage;
  - vii. Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptors and ongoing monitoring;
  - viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
  - ix. Communication procedures with residents regarding key construction issues – newsletters, fliers etc.

The construction shall thereafter be carried out strictly in accordance with the details and measures approved in the CEMP, unless the prior written consent of the Local Planning Authority is first received for any variation.

Reason: Development must not commence before this condition has been discharged to avoid hazard and obstruction being caused to users of the public highway and to safeguard the residential amenity of existing New Central occupiers during the construction period in accordance with Policies DM18 and CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

05. Prior to the first occupation of the development hereby permitted cycle storage and car parking shall be provided in accordance with the approved plan numbered titled PL(51)100 Rev P1 (Basement Level Proposed Refuse & Cycle Storage) and the Design and Access Statement by KDS Associates Ltd dated 10th May 2018. Thereafter the cycle storage and car parking areas 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 the objectives of Policy CS18 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

06. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 02 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 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).

07. Prior to the first occupation of the development hereby permitted the refuse/recycling storage areas (as shown on the approved plans listed within condition 02 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 (2018).

08. ++ Prior to the first beneficial use of any of the communal roof terraces hereby permitted a communal roof terraces management plan shall be submitted to and approved in writing by the Local Planning Authority which shall set out:

- i. hours of access to the communal roof terraces
- ii. means of controlling access to the communal roof terraces
- iii. signage regarding hours of use and any activities which are prohibited (ie. barbeques / late night gatherings etc)

The measures approved shall be implemented upon first beneficial use of the communal roof terraces and thereafter be permanently maintained 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 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).

09. ++ Prior to the application/installation of any external facing materials to the development hereby permitted a scheme for the enhancement of biodiversity on the site shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme of biodiversity enhancements shall be in general accordance with the provisions outlined within the Site Assessment prepared by enims Ltd dated 24th April 2018 (Ref: EN043-02) and 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 (2018).

10. ++ In the event development works commence during the breeding bird season (March to August) a nesting bird check of the shingle roofs shall be undertaken by a suitably qualified and experienced ecologist 24 hours prior to the commencement of works. In the event that an active bird nest is found then an appropriate exclusion zone shall be put in place and works must not take place within the appropriate exclusion zone until the young birds have fledged and the nest is no longer in use.

Reason: To prevent birds being injured or killed during works in accordance with Policy CS7 of the Woking Core Strategy (2012), Circular 06/05 Biodiversity and Geological Conservation and the provisions of the NPPF (2018).

11. The development hereby permitted shall be undertaken strictly in accordance with the Noise Mitigation Measures (Paragraph 5.04) set out within the general noise and vibration assessment (rail and road traffic) prepared by W.A. Hines and Partners dated 2 May 2018 (Ref: PWH/jas/1359R/4317/A) unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure an appropriate residential environmental for future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

12. ++ Prior to the application/installation of any external facing materials to the development hereby permitted a scheme of mitigation measures for wind conditions to the terraces set out as requiring mitigation within Section 7 of the Pedestrian Level Wind Desk Based Assessment prepared by RWDI dated May 18th 2018 (Ref: RWDI #1803236 - REV A) shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall incorporate the recommended mitigation measures set out within the Pedestrian Level Wind Desk Based Assessment prepared by RWDI dated May 18th 2018 (Ref: RWDI #1803236 - REV A). The scheme of mitigation shall be implemented in accordance with the approved details and mitigation measures shall be fully installed prior to occupation and permanently retained and maintained for the duration of the use and their operation.

Reason: To ensure an appropriate residential environmental for future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Outlook, Amenity, Privacy and Daylight (2008) and the provisions of the NPPF (2018).

### **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 the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

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

[http://www.planningportal.gov.uk/uploads/1app/forms/form\\_6\\_commencement\\_notice.pdf](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).

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 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,

## 13 NOVEMBER 2018 PLANNING COMMITTEE

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.

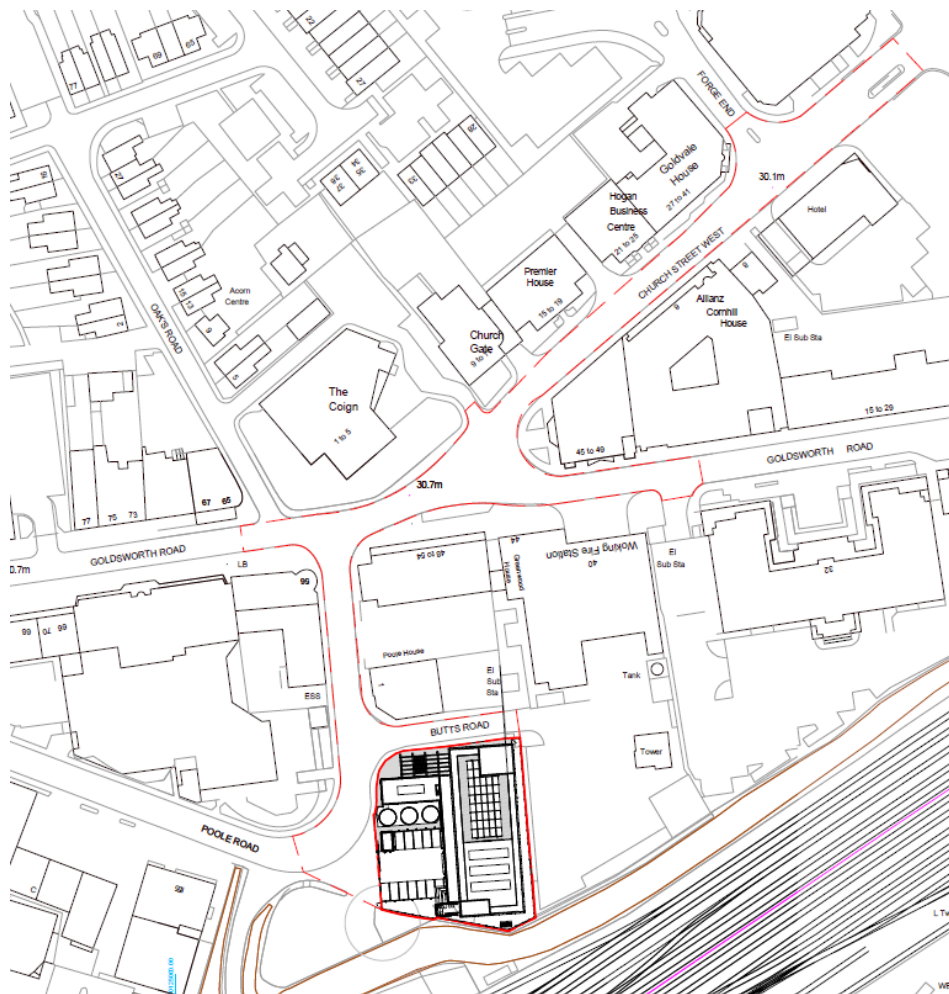
05. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities and Local Government, and setting out your obligations, is available at the following address:  
<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance#explanatory-booklet>
06. 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).
07. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
08. 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). If work is to be carried out outside normal working hours, (i.e. 8 am to 6 p.m. Monday to Friday, 8 am to 1 p.m. Saturday and not at all on Sundays or Bank Holidays) prior consent should be obtained from the Council's Environmental Health Service prior to commencement of works. This informative is provided without prejudice to details required pursuant to condition 04 of this notice.
09. This decision notice should be read in conjunction with the related S106 Legal Agreement.



# **9-13 Poole Road and sections of Poole Road, Goldsworth Road and Church Street West**

## **PLAN/2018/0633**

Demolition of existing buildings and erection of mixed-use development ranging in height to 17 storeys, comprising of 2,275 sq.m GIA energy centre (flexible Sui Generis/Class B1), 679 sq.m co-working space (Sui Generis/Class B1), 247 student and co-living rooms (Sui Generis) with shared kitchens and associated communal space totalling 714 sq.m and 312 sq.m rooftop amenity space, in addition to associated landscaping, waste and ancillary spaces. Installation of 3 No. thermal store vessels and ancillary infrastructure structures including above ground pipework. Installation of subterranean district heating main and private wire electricity cables beneath Poole Road, Goldsworth Road and Church Street West.

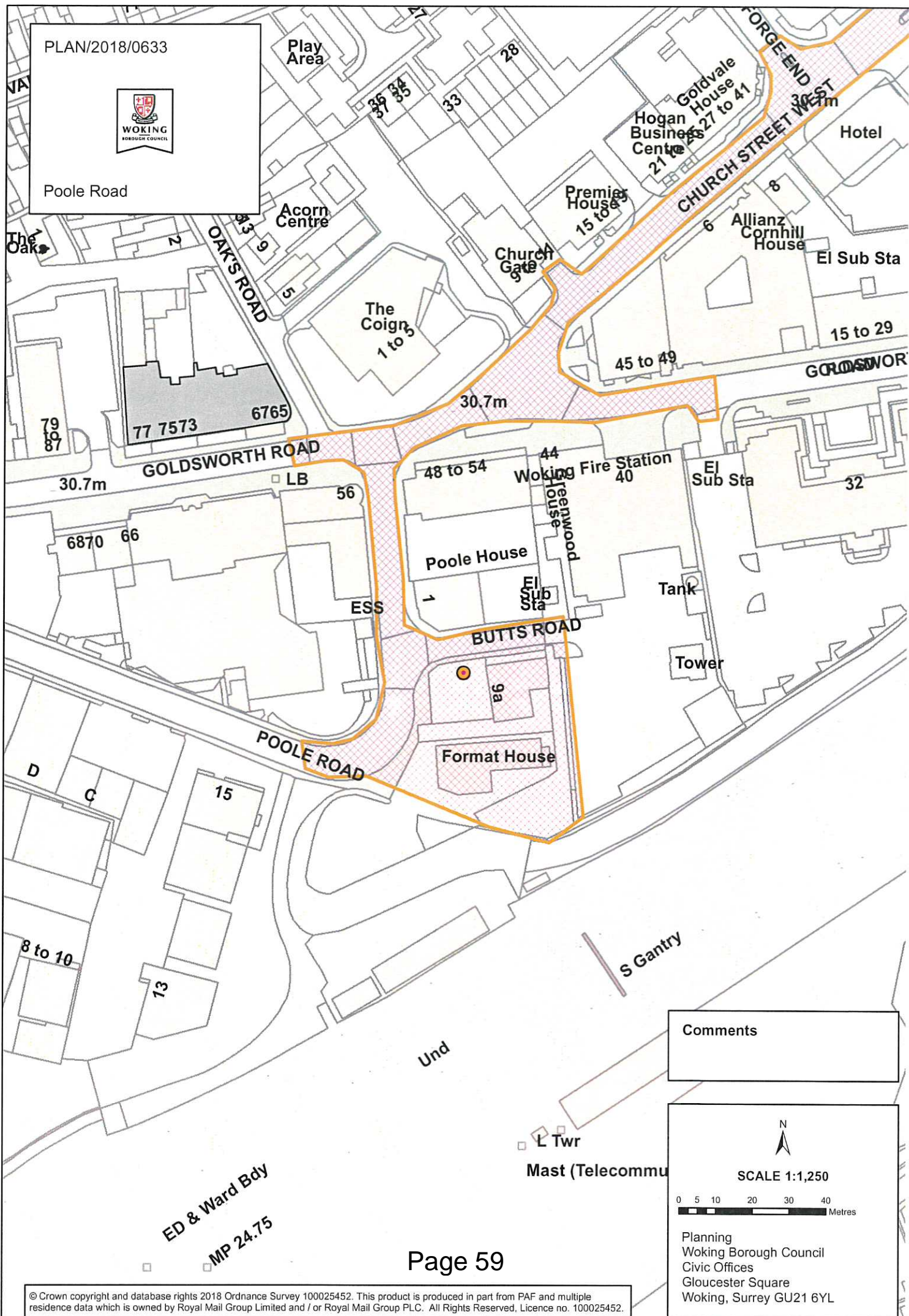




PLAN/2018/0633



Poole Road



Comments



SCALE 1:1,250

0 5 10 20 30 40 Metres

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



<b>6b</b>	<b>18/0633</b>	<b>Reg'd:</b>	<b>26.06.18</b>	<b>Expires:</b>	<b>25.09.18</b>	<b>Ward: C</b>
<b>Nei. Con. Exp:</b>	<b>05.11.18</b>	<b>BVPI Target</b>	<b>06 (Largescale Major)</b>	<b>Number of Weeks on Cttee' Day:</b>	<b>&gt; 13</b>	<b>On Target? No</b>

**PROPOSAL:** Demolition of existing buildings and erection of mixed-use development ranging in height to 17 storeys, comprising of 2,275 sq.m GIA energy centre (flexible Sui Generis/Class B1), 679 sq.m co-working space (Sui Generis/Class B1), 247 student and co-living rooms (Sui Generis) with shared kitchens and associated communal space totalling 714 sq.m and 312 sq.m rooftop amenity space, in addition to associated landscaping, waste and ancillary spaces. Installation of 3 No. thermal store vessels and ancillary infrastructure structures including above ground pipework. Installation of subterranean district heating main and private wire electricity cables beneath Poole Road, Goldsworth Road and Church Street West (amended plans and description).

**APPLICANT:** Thameswey Group

**OFFICER: Benjamin Bailey**

The application falls outside of the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegations.

Site Area: 0.5862 ha (5,862 sq.m) (including carriageways)

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### **PLANNING STATUS**

- Urban Area
- Woking Town Centre (Partial) / Adjacent to Woking Town Centre (Partial)
- Employment Area (Partial) (Butts Road/Poole Road)
- High Density Residential Area (Partial)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

### **RECOMMENDATION**

1. Subject to the prior resolution of the Council's Executive to give effect to the following measures:
  - a) SAMM (TBH SPA) contribution of £124,241.
  - b) Ensure that all residents of the student / co-living accommodation located on levels 04 - 16 (inclusive) have access to level 02 (communal), level 03 (communal) and level 17 (roof garden element only) in perpetuity.
  - c) Student / co-living accommodation located on levels 04 - 16 (inclusive) to be offered on minimum tenancies of three months duration and maximum tenancies of twelve months duration.
2. the Development Manager (and, in their absence, the Development Team Leader or the Principal Planning Officer) be authorised to **Grant** planning permission subject to recommended conditions (and any minor amendments to those conditions).

*(Officer Note: As the Council is the owner of part of the land the subject of this application, it cannot enter into a Section 106 legal agreement to secure any planning obligations which may be required to mitigate the effects of the proposed development and which cannot be secured by planning condition. However the Council's Executive is able to resolve to give effect to those measures required. Any such resolution by the Council's Executive would provide certainty that such measures will be given effect to if planning permission is granted and implemented for the proposed development and that the Council will ensure obligations are passed to any successor in title or leaseholder as appropriate to give effect to the mitigation required).*

### **SITE DESCRIPTION**

The main section of the application site is located on the corner of Poole Road and Butts Road, although the application site also encompasses sections of the carriageways of Poole Road, Goldsworth Road and Church Street West. The main section of the application site was formerly occupied by x2 two storey detached buildings (which have been recently demolished under prior approval reference PLAN/2018/0912) and partly comprises a currently vacant area of land which has been used for storage on a temporary basis and is largely enclosed by 2.1m high hoarding, following the demolition of the previous building (No.9 Poole Road) in 2012/2013.

### **RELEVANT PLANNING HISTORY**

PLAN/2018/0912 - Prior notification for proposed demolition of the existing buildings of Format House, Nos.11-13 Poole Road and The Chandlery, No.9A Poole Road.  
Prior Approval Not Required (14.09.2018)



## 13 NOVEMBER 2018 PLANNING COMMITTEE

PLAN/2016/1444 - Erection of six storey (plus roof plant) mixed use building containing energy centre (Sui Generis use) (circa 1,062 sq.m.), archive museum (Use Class D1) (circa 540 sq.m.) and Office space (Use Class B1(a)) (circa 1,559 sq.m.) following demolition of existing building and site clearance. Installation of up to 5No. thermal store vessels and ancillary structures including cold water tank and pumpset enclosure, gas kiosk, fencing and above ground pipework, including to the south (rear) of Woking Fire Station. Installation of subterranean district heating main and private wire electricity cables beneath Poole Road, Goldsworth Road and Church Street West.

Permitted subject to conditions (31.03.2017)

### No.9 Poole Road:

PLAN/2013/0282 - Retrospective application for the use of the site for B8 (storage), temporary siting of 3 metal storage containers and the provision of 2.1m high hoarding to enclose the site following demolition of building. Hoarding to be provided along front elevation (Poole Road) and side elevation (Butts Road) of site (Temporary planning permission sought for a period of three years).

Permitted subject to conditions (01.08.2013)

PLAN/2012/0864 - Demolition of commercial building.

Prior Approval Not Required (16.10.2012)

PLAN/2010/0582 - Proposed change of use from a B1 (newspaper publishing office) to mixed use comprising of A1 (piano sales), B1(c) (piano repairs) and D1 (piano teaching).

Permitted subject to conditions (23.08.2010)

### Woking Fire Station:

PLAN/2014/0015 - Demolition of existing buildings and erection of five storey building fronting Goldsworth Road comprising fire station at ground floor, four floors of accommodation over (1No. 1bedroom managers apartment, 3No. 7 bedroom and 1No. 5 bedroom cluster flats with shared kitchen, dining and laundry facilities), fire station service yard, training area and erection of four storey fire station training house, associated flag poles, boundary treatments, access, parking, highways works and landscaping.

Permitted subject to conditions (08.05.2014)

### Nos.20-32 Goldsworth Road:

PLAN/2016/0742 - Demolition and clearance of the site and erection of a phased development comprising 560 residential units, 10,582 sq.m. of offices, 843 sq.m. of retail and gym use (A1-A4 and D2) with 395 parking spaces, public realm improvements and highway works to Goldsworth Road. Block A to comprise ground plus 34 storeys, Block B comprising ground plus 25 and 20 storeys and Block C comprising ground plus 17, 14 and 10 storeys.

Resolved to grant planning permission subject to prior completion of S106 legal agreement (18.10.2016)

## **CONSULTATIONS**

**County Highway Authority (CHA) (SCC):** The proposed development has been considered by the County Highway Authority who, having assessed the application on safety, capacity and policy grounds, raises no objection subject to recommended conditions 09, 10, 11, 12 and 13.

## 13 NOVEMBER 2018 PLANNING COMMITTEE

**Network Rail:** Recommend informative comments. Comments in relation to future maintenance, drainage, plant and materials, scaffolding, piling, fencing, lighting, noise and vibration and vehicle incursion.

*(Officer Note: These matters would be addressed via an Asset Protection Agreement between the developer and Network Rail).*

**South Western Trains Ltd:** No comments received.

**Environmental Health:** Acknowledge receipt of amended acoustic report from Hann Tucker, dated 15th Oct 2018; EH have considered their findings. No objection raised subject to recommended conditions 15, 16, 17, 18 and 20.

**Planning Policy (WBC):** Consider the proposed development to be acceptable in principle within the context of the issues appraised.

**Contaminated Land Officer:** No objection subject to recommended condition 30.

**Senior Arboricultural Officer:** The arboricultural information provided by SJ Stephens Associates, dated 16th May 2018, is acceptable in principle however an Arboricultural Method Statement will be required (recommended conditions 23 and 24 refer).

**County Archaeologist:** Given the location of the planning application outside of an Area of High Archaeological Potential, the previously developed nature of the land and the concentrated and limited nature of the proposed groundworks, perceive there to be a negligible archaeological risk. As a consequence, it is recommended that no further archaeological consideration of the planning application is required.

**Surrey Wildlife Trust:** No objection subject to recommended condition 25.

**Drainage & Flood Risk Team (WBC):** Following a review of the submitted information and Surface Water Drainage Scheme raise no objection on drainage and flood risk grounds subject to recommended conditions 26, 27, 28 and 29.

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

**Environment Agency (EA):** This planning application is for development we do not wish to be consulted on.

**Natural England:** Provided the applicant is complying with the requirements of Woking's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM)), Natural England has no objection to this application.

**Thames Water Utilities Ltd:** No comments received.

**Civil Aviation Authority (CAA):** Recommend that (i) Fairoaks Airport (ii) National Police Air Service (NPAS) and (iii) Air Ambulance Units are consulted.

*(Officer Note: These consultations have been undertaken)*

**National Police Air Service (NPAS):** No comments received.



**National Air Traffic Services (NATS):** The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

**Fairoaks Airport Ltd:** No comments received.

**TAG Farnborough Airport Ltd:** No comments received.

**Joint Waste Solutions:** Unfortunately, due to the nature of this development, we would not be able to consider collections under the household waste collection contract; this development sits slightly outside our standard residential development criteria.

*(Officer Note: The submitted DAS indicates that the applicant is aware that private refuse/recycling collections will need to be arranged from the development)*

### **REPRESENTATIONS**

**x474** 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 B class floorspace proposed within an Employment Area).

**x6** letters of objection have been received raising the following main points:

- Significantly out of keeping with the area which is outside the central business district in Woking
- If such planning applications continue to be authorised Woking Town Centre will soon extend almost to St Johns
- A more modest 4 or 5 stories would be more in keeping with the area
- At 17 stories it will be overbearing on the new flats above the new fire station
- The light survey indicates that many of the new flats above the new fire station will suffer significant loss of light
- The planning application is very complicated and quite difficult to understand
- The high density of accommodation is likely to bring a significant increase in traffic volume, especially as this is aimed at student accommodation - students tend to all arrive and leave on fixed weekends
- Parking is at premium in this location; there simply is not enough parking for this level of increased population
- There might be 204 vehicles (possibly more) associated with this development; 12 parking spaces is simply unacceptable
- Not sure why student accommodation is required in Woking when the closest tertiary education centre is approximately 7 miles away in Guildford
- The nearest University is in Guildford, which already has plenty of accommodation for students
- The concept of an energy centre and district heating system would be a great bonus to the town, but the significant height makes this unsupportable
- Does Woking really need more developments like this?
- We have so many empty flats and office space to rent already in Woking, adding this development just doesn't make sense
- Will noise from the energy centre impact on the surrounding environment?
- Intended excavations to facilitate essential services between the development and Victoria Square will cause huge disruption in the area

- There is only one point of vehicular access into Poole Road from Goldsworth Road; vehicles turning right into Poole Road already increase significant traffic issues
- We do not need more food/beverage/recreational facilities in Woking  
(Officer Note: These uses do not form part of the proposal)
- Are totally opposed to any more tower blocks being built or granted planning permission; believe they are ruining the landscape of Woking and out of proportion to the town

### **RELEVANT PLANNING POLICIES**

#### National Planning Policy Framework (NPPF) (2018)

Section 2 - Achieving sustainable development

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 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

Section 16 - Conserving and enhancing the historic environment

#### Woking Core Strategy (2012)

CS1 - A 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

CS15 - Sustainable economic development

CS16 - Infrastructure delivery

CS18 - Transport and accessibility

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

#### Development Management Policies DPD (2016)

DM2 - Trees and landscaping

DM5 - Environmental pollution

DM6 - Air and water quality

DM7 - Noise and light pollution

DM8 - Land contamination and hazards

DM11 - Sub-divisions, specialist housing, conversions and loss of housing

DM16 - Servicing development

#### Supplementary Planning Documents (SPD's)

Design (2015)

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

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) (Regulation 19 Consultation)  
October 2018

Policy UA14 - Poole Road Industrial Estate, Woking, GU21 6EE

**COMMENTARY**

The application has been amended since initial submission in response to the Design Review Panel (DRP) (the DRP meeting took place on 16 July 2018 and the report issued on 5 August 2018). Where necessary the supporting reports (such as transport, noise, wind and solar glare) were revised to reflect the amended proposal. All initially consulted neighbours, and any neighbours who were not initially consulted but made representations on the application prior to 8 October, were re-consulted on 9 October 2018 - with 21 days to submit any comments. Necessary consultees were also re-consulted on 9 October - again with 21 days to submit any comments. Amended plan site and press notices were re-published, expiring on 1 November 2018.

**PLANNING ISSUES**

01. The main planning issues to consider in determining this application are:

- Land use and principles
  - Employment floorspace
  - Need for the proposed accommodation
  - Need for student accommodation
  - Need for co-living accommodation
  - Summary on land use and principles
- Design and impact upon the character of the area
  - Design Review
  - Layout and scale
  - Materials and appearance
  - Landscape
- Quality of the residential accommodation
- Environmental impacts
  - Noise
  - Air quality
  - Wind
  - Contaminated land
  - Biodiversity and protected species
  - Arboriculture
  - Flood risk and drainage
  - Archaeology
- Amenity
  - Sense of enclosure, outlook and privacy
  - Daylight and sunlight
  - Solar glare

- Transport, highways and accessibility
    - Car parking
    - Cycle parking
    - Alternative modes of travel
    - Energy centre
    - Servicing arrangements
    - Trip generation
    - Travel Plan
  - Sustainability and renewable energy
  - Thames Basin Heaths Special Protection Area (TBH SPA)
  - Affordable housing
- having regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

#### Background

02. 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.

#### Land use and principles

#### Employment floorspace

03. The proposed building is located within a designated Employment Area (Butts Road/Poole Road). Policy CS15 of the Woking Core Strategy (2012) safeguards land within employment areas for B uses except within the Butts Road/Poole Road employment area where redevelopment for mixed office and residential use will be supported if it does not result in an overall loss of employment floorspace.
04. The main area of the site consists of 9A Poole Road, and Format House. 9A Poole Road is currently vacant, having recently accommodated approximately 216.6 sq.m of D1 use (a hockey museum). Prior to this it was in B class use (although there is no record of planning permission having been granted for change of use from the former B class use to the D1 use). Format House is currently vacant and comprises approximately 350 sq.m of B1 floorspace. The application form states that 566.6 sqm of B1(a) business space will be lost, replaced with 12,826 sq.m of new 'Other' non-residential floorspace. The Planning Statement states that the proposal consists of mixed-use development, "*some of which is residential in nature and some which is workshop/office space*". The Planning Statement addendum contends that the new building will include a range of spaces which can be used for employment/B class uses, including:
- Three CHP engine halls, of which one will be fitted out with a generator engine, and the other two halls used by Thameswey until the space is required. These spaces total 604 sq.m GIA. The mezzanine, and first floors of the energy centre provide workshop and office space for Thameswey Energy Ltd. These fall within the part of the building comprising the energy centre, which by its nature falls within a sui generis use class.

05. The following employment spaces would be created:
- First Floor – workspace for a variety of employment uses by Thameswey Energy – 713.4 sq.m
  - Mezzanine Floor - work space - 363 sq.m
  - Second Floor - Co-Working Open plan office - 647 sq.m
  - Combined total of 1,723.4 sq.m
06. The ground floor would comprise an energy centre, which will include a number of workshop spaces and CHP plants to provide combined heat and power to the network for the surrounding areas. Initially, only 1 CHP engine will be installed and the remaining 2 bays will be used for other Thameswey Group operations. The mezzanine level and floor above the energy centre includes additional workspaces for Thameswey Energy, which will be used by staff for workshop, storage and management purposes. Space on the 2nd floor will also be available as co-working space for residents of the student/co-living accommodation as well as Thameswey if there is demand. The co-working space on the 2nd floor will also be available to rent to provide flexible employment space to maximise occupation and employment opportunities.
07. The reasoned justification for CS15 states, within paragraph 5.125, that office floorspace will be encouraged in the Butts Road/Poole Road employment area as part of higher density mixed use development, as the area lies adjacent to the Woking Town Centre boundary. The existing employment areas require safeguarding to meet projected need and are capable of accommodating future requirements for industrial/warehousing space. The evidence underpinning the requirements of Policy CS15 resides primarily in the Employment Land Review (ELR). For the purposes of the ELR, only employment development, as defined by the B1, B2 and B8 use classes is considered. As a result of the development there will be an increase of up to 1,156.8 sq.m employment floorspace (Sui Generis/B1) in comparison to the existing position.
08. Furthermore, the overall aim of Policy CS15 is to accommodate the predicted future growth in economic development required for Woking's economy to grow, ensure sustainable employment development patterns, promote smart growth and business competitiveness, and allow for flexibility to cater for the changing needs of the economy. Whilst the employment floorspace generated by the energy centre development does not strictly fall within the B use classes, the proposed development is considered to be industrial in nature, and it would result in 22 full-time employees.
09. The borough of Woking has one of the most extensive decentralised and renewable and low carbon energy infrastructures in the UK. Policy CS23 of the Woking Core Strategy (2012) sets out that the Council supports renewable and low carbon energy generation both as part of residential and commercial development and as stand alone development, provided they do not have an unacceptable effect on the local environment that would out-weigh their wider community and/or environmental benefits.
10. The proposal includes the provision of a CHP plant at ground, mezzanine and first floor levels. Combined Heat and Power (CHP) is the use of an engine to simultaneously generate both electricity and useful heat. The heat is recovered and distributed via insulated pipes to provide hot water and heating in buildings. CHP can be fuelled by a number of fossil fuels including natural gas and oil, or biofuels such as biomass or biogas and is a more efficient means of generating energy than a

conventional power station because the total output of useable energy generated is significantly higher. As a consequence, even when the primary fuel used in a CHP installation is fossil carbon it has lower CO2 emissions associated with it compared with the combined emissions arising from conventional centralised power generation and heating provided through boilers within buildings.

11. A 'Climate Change and Decentralised, Renewable and Low Carbon Energy Study' analysed existing and future energy demand and supply in Woking, and produced a series of heat maps. The study concluded that a significant proportion of the opportunity for decentralised energy in Woking relies upon the use of CHP generation. There is great potential for extending the existing network and creating new energy generating assets to increase use of low carbon energy. Policy CS22 of the Woking Core Strategy (2012) helps realise this potential by expecting development in identified 'district heat zones' to connect to heat networks and/or contribute funding towards the development of the networks, and be designed to ensure the building services within the development are designed to be compatible with the network.
12. It is recognised that there is an opportunity for new CHP generating and distribution infrastructure to meet growing demand – including that of economic development – as Woking Town Centre expands. The principle of development for a new CHP energy centre at the application site is supported by Policy CS23 of the Woking Core Strategy (2012), and further supported by SPD Climate Change (2013), which identifies the site as a potential location for a new energy station and heat network. The proposed energy station and associated infrastructure would help meet the growth in demand for energy as a consequence of new development in the surrounding area, including that of Woking Town Centre, and the potential redevelopment of the adjacent Butts Road/Poole Road industrial estate, whilst reducing its carbon footprint.
13. On 18th October 2018 Council resolved that the draft Site Allocations DPD be supported for the purposes of Regulation 19 consultation. The Site Allocations DPD proposes that the Poole Road Industrial Estate (within which the application site lies) be allocated for mixed-use development to comprise of offices, warehousing and a new energy station. The draft policy, referenced UA14 in the Regulation 19 version, sets out a series of criteria that any redevelopment of the larger site area should seek to address. It is not considered that the proposed development would jeopardise the delivery of draft policy UA14, which seeks to intensify employment uses to provide for offices and warehousing as well as accommodate other uses, including an energy station. In the event this application is granted planning permission, and subsequently implemented by the applicant, the energy station element of draft policy UA14 would be achieved, and there would remain scope for the remainder of the allocated site to yield gross office and/or warehousing floorspace.
14. Overall, it is considered that the overall objectives of Policy CS15 would not be undermined by the loss of B class office floorspace at this location; there is a reasoned justification for the loss as the site is fundamental to delivering an energy station, which is considered to be critical infrastructure for facilitating sustainable economic growth to the western part of Woking Town Centre and the site surrounds. Overall, the principle of higher density mixed-use development of the proposed nature at the application site is therefore considered to be acceptable and supported by policies CS15 and CS23 of the Woking Core Strategy (2012), SPD Climate Change (2013) and by emerging draft policy UA14 within the Site Allocations DPD.

Need for the proposed accommodation

15. One of the key priorities of the Council is to make sure that there is sufficient and adequate provision of housing to meet the needs of all sections of the community. The Council has set a housing requirement to make provision for the delivery of 4,964 net additional dwellings between 2010 and 2027. Policy CS11 of the Woking Core Strategy (2012) sets out how residential proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced in the latest Strategic Housing Market Assessment (SHMA) in order to create sustainable and balanced communities.
16. Floors 4-16 above the energy centre will provide shared student/co-living accommodation for students, professionals and graduates (sui generis use class). Each resident would have their own room with bathroom and other basic facilities, and share kitchen lounges situated on each floor. The Planning Statement contends that the provision of student accommodation will respond to a recognised need in Surrey (as supported by the University of Surrey), and to a certain extent a need generated by London institutions; and the co-living accommodation will provide a useful source of accommodation which is currently not available in Woking.

Need for student accommodation

17. The West Surrey SHMA (2015) recognises that the growing student population over recent years has increased its impact on local housing markets especially, but not exclusively, in Guildford. Appendix C of the report considers trends in the student population in Guildford only, as “*there is not a significant student population in either Woking or Waverley*”. A ‘Guildford Addendum Report’ to the West Surrey SHMA was produced in March 2017 to support the preparation of the draft Guildford Local Plan. The updated assessment of growth in students indicates that the number of full-time Guildford-based students is expected to increase from 10,700 to around 14,500 over the next ten years (paragraph 8.18). The addendum states that it is reasonable to expect that an increase in the student population would result in an additional housing need over and above the demographic projection undertaken for Guildford, of around 23 dwellings per annum over the draft plan period 2015-2034 as a whole.
18. In response, the draft Guildford Local Plan (December 2017) recognises that new accommodation should be provided to meet any significant increase in full-time Guildford-based students. Paragraphs 4.2.16-18 describe how the Plan aims to provide new accommodation to meet any significant increase in full-time Guildford based students. Guildford’s housing target includes provision for future Guildford-based students opting to live in market housing, to complement the proportion of student housing need that will be accommodated in halls of residence or purpose built student accommodation (PBSA) on campus, as well as PBSA on windfall sites in sustainable locations close to higher educational establishments (whilst resisting PBSA on sites allocated for C2 or C3 use class housing). Together, these measures will enable the University of Surrey to grow at a sustainable rate whilst minimising the impact on the local housing market (ie. the delivery of housing to accommodate the needs of the general population). The draft Plan allocates a number of sites for student accommodation (C3 or sui generis) to meet the student accommodation need set out in the SHMA.
19. Although it is intended that the student accommodation needs identified in the SHMA be met predominantly by development within Guildford Borough, this does not preclude the housing market delivering rented accommodation, aimed at students,

within neighbouring boroughs. The SHMA identifies a need for student housing in the local housing market area, and the applicant is responding to that need. Evidence in the SHMA is supplemented by documentation submitted by the applicant highlighting the need for PBSA development: reference is made to the University of Surrey's Student Union research 'Living at the Limit'; and to a letter of support from the University of Surrey outlining their common interest with Woking Borough Council in providing sufficient student accommodation to meet current and future student residential needs.

20. The planning statement addendum sets out that student accommodation is normally rented on a 39 week or 50 week lease for full time students, and that, at the time of writing, the applicant has been in discussions with the University of Surrey about mature and post graduate students occupying the units. The University of Surrey have provided a letter of support and comment that:

*This requirement for more accommodation capacity, driven by the University's current success and development but also by the continuing demand for student rooms from London institutions means that demand for rooms in this new development will be high.*

21. Surrey University's comment on the need and demand for accommodation is also supported by local research by Surrey University Student Union prepared a report titled "Living at the Limit" in December 2017. It found that there is insufficient accommodation in Guildford to cater for the demand for student housing. The conclusions note:

*The rise of property values in Guildford have created a failed rental market, where sub standard housing is being rented at full market value by landlords.*

*Although the accommodation policy allows returning undergraduates to apply for rooms, in practice almost no second year students are allocated rooms in campus accommodation and must therefore find private accommodation.*

22. In February 2018, around 16,000 students attend the University of Surrey but there are only around 5,000 rooms on campus. According to its corporate strategy, the university plans to increase student numbers to 18,000 by 2022 and 23,000 by 2027.
23. The demand for student accommodation is proven to be high and therefore the incorporation of student accommodation on this site will benefit students of the University of Surrey, and students living further afield, including those attending institutions located in London. This is underpinned by University of Surrey students who already reside within Woking.

#### Need for co-living accommodation

24. As well as student accommodation, the building will provide an element of co-living accommodation. Co-Living differs from conventional (class C3) residential accommodation in the following ways:
- Individual units do not have exclusive or fully self-contained facilities required for day-to-day private domestic existence.
  - Co-living use is sui generis and provides a hybrid typology that provides safe and affordable co-living accommodation for a young population, often graduates moving to the area but also people who do not have the means to afford, or the



- opportunity to, occupy traditional Private Rented Sector accommodation. The age bracket for this sector is usually those aged between 19 and 35 years old.
- Co-living accommodation provided is for periods longer than traditional short stay accommodation, but not for permanent occupation. Tenants often stay between 6 and 12 months.
  - Unlike a conventional residential building, the rent charged for co-living often includes utilities, cleaning, internet; allowing for an inclusive service to be provided.
  - The building includes a range of communal spaces including kitchens and dining facilities. Residents typically benefit from a fitness and wellness facility, as well as laundry, bicycle storage and study/work spaces.
  - Throughout the buildings, specialised amenity spaces will act as hubs bringing residents together in small communities defined along shared interests.
25. The co-living use is deemed a sui generis use because the individual units contained within the scheme do not have exclusive or the self-contained facilities required for day-to-day private domestic existence which is key characteristic of a C3 use class dwellinghouse. The combination of personal rooms together with generous communal spaces means that the accommodation falls outside of the C3 use class and is a sui generis use, in a similar way to student or hostel accommodation.
26. The planning statement addendum states that the co-living homes will be wholly occupied by employed individuals and a percentage of post graduate students and that there is no such accommodation currently within Woking (although there are examples within London); therefore this facility will help provide residential accommodation to fill a niche.
27. The SHMA highlights how, given a growing older population, the ability to retain young people in an area can assist in providing a more balanced demographic profile as well as supporting the local workforce and economy. Around 9.5% of Woking's households contain non-dependent children, which to some degree highlights the difficulties faced by young people in accessing housing in the housing market area.
28. The SHMA goes on to highlight the significant affordability pressures in the housing market area, and concludes (on page 162) that increasing housing supply may in time help improve affordability – factors such as a balanced approach to housing in terms of bedroom sizes and property types will help younger households to access housing.
29. Overall it is considered that the proposal development would meet a need identified within the wider strategic housing market area. Whilst this is the case it is considered that the proposed development may be resisted if it were to be proposed on sites intended for C2 or C3 use class housing, allocated to meet the specific housing needs of Woking Borough, but the draft Site Allocations DPD allocates the wider site of Poole Road Industrial Estate for mixed-use development to comprise of offices, warehousing, and a new energy station – it is not intended to be allocated for C2 or C3 uses. The principle of the proposed development is therefore considered to be acceptable in terms of meeting the requirements of Policy CS11 of the Woking Core Strategy (2012).
30. Policy DM11 of the Development Management Policies DPD (2016), provides the circumstances under which certain forms of housing, including 'other forms of shared housing', will be supported. The following criteria of Policy DM11 will be addressed within the appropriate sections of this report:

- *the proposal does not harm the residential amenity or character of the area;*
  - *a good quality of accommodation is provided by meeting relevant housing standards*
  - *there would be no detrimental impact on the visual appearance of the area or that of the building itself;*
  - *there is adequate enclosed storage space for recycling/refuse;*
  - *access is acceptable and parking (including for cycles) is provided on site in accordance with the Council's standards;*
  - *the traffic impacts of the proposal are considered acceptable;*
  - *an appropriate contribution is made to avoid harm to the Thames Basin Heaths SPA as set out in Core Strategy Policy CS8, where relevant (refer to the Thames Basin Heaths SPA Avoidance Strategy);*
  - *there is a safe access and egress route during flood events.*
31. Policy DM11 of the Development Management Policies DPD (2016) states that where relevant, the Council will attach a condition to restrict occupancy and use of the development to the relevant standards. In order to ensure this form of accommodation is meeting its specific housing need, planning conditions are recommended to ensure that the development does not effectively become a hostel – tenancies should be for a minimum of three months.

Summary on land use and principles

32. The existing vacant employment floorspace will be replaced by a range of employment and workspace for Thamesway Energy, and for the residents of the student/co-living accommodation. In this way, employment uses on the site are maintained and there will be a significant increase in floorspace, particularly with the amended proposals which include an additional floor of co-working (Sui Generis/B1) floorspace.

Design and impact upon the character of the area

33. 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.
34. 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. Policy CS21 states that tall buildings could be supported in Woking Town Centre, if well designed and justified in the context.

35. 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. Development in this location should enhance the townscape character of Woking Town Centre, taking into account views and landmarks, appropriate building styles and materials.
36. Policy CS1 of the Woking Core Strategy (2012) identifies that Woking Town Centre will be the primary focus of sustainable growth to maintain its status as an economic hub with a flourishing, diverse and innovative economy, is designated as a centre to undergo significant change and that well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without compromising on its character and appearance and that of nearby areas.
37. Whilst the site of the proposed building is not within the designated extent of Woking Town Centre (as defined on the Council's Proposals Map) it is immediately adjacent to the Woking Town Centre boundary. It is also a significant material consideration that the designated Woking Town Centre boundary extends to the west of the site, encompassing Spectrum House, Midas House and the site of the former Goldsworth Arms Public House. The proposed building would therefore be viewed in the immediate context of the Woking Town Centre boundary to the immediate north, east and west.
38. The existing surrounding area has no prevailing architectural or townscape character and is largely a mixture of Post War, Modern and Town Centre redevelopment. The existing buildings within Poole Road are predominantly one and two storey office/light industrial/warehouse units of a commercial aesthetic and without any particular architectural or townscape merit. The existing buildings within the immediate context of the proposed building do not occur within a traditional street scene due partly to the curvature of the carriageway of Poole Road and due partly to the commercial/industrial nature of the immediate area.
39. The tall element of the building would reach seventeen storeys in height. The building is therefore considered to be 'tall' for the purposes of SPD Design (2015). SPD Design (2015) sets out that the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to, the following:
  1. Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;
  2. Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;
  3. Contribute positively to the setting of identified heritage assets that might be affected by the proposal;
  4. Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and
  5. Pay particular attention to the environment created at ground floor. Proposals must be appropriate to the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.

These criteria will inform the analysis undertaken within this report.

Design Review

40. In line with the requirements of SPD Design (2015), as a tall building, the proposal was presented to the Design Review Panel (DRP) on 16 July 2018. The DRP report was issued on 5 August 2018; the key DRP comments are summarised below:
- Massing and bulk of the building feels appropriate for this location
  - Form of the building itself could be its branding
  - Exaggerated scale of the chimneys/flues would give a more expressive and celebratory form
  - Screening of the Energy Centre from the residential entrance by the bicycle store pavilion is a good move in principle
  - Entrance lobby feels too recessive
  - That the residential spaces are orientated east-west is a positive aspect of the layout
  - Getting as much natural light into the residential corridors will enhance their quality, allowing views out
  - Top floor arrangement does not maximise the potential of this elevated space
  - Landscape strategy should be revised to create a more open, visible and light approach to the building
  - It is essential that residents have access to outdoor amenity space – it is regrettable that the roof terrace is not available for this use – could be an amazing shared amenity
  - Suggest that the if the top floor of the building were to be reconfigured it would allow for a roof garden – communal terrace for use by residents
  - By day the elevations do not have the articulation hoped for
  - Clearer choices in the articulation of the facade could give clues to the buildings various uses
  - Articulation of the communal area could become more playful in its expression
  - Language of the fins could continue around the fence so that it becomes an important part of the composition
41. The proposal has been amended to respond to the comments of the DRP.

Layout and scale

42. The layout of the development is heavily influenced by the operational requirements of the energy centre (CHP). The tall element of the building would be set towards the rear of the site with the energy centre car park/service forecourt screened from the junction of Poole Road and Goldsworth Road by the integral bin and cycle store, which would project forwards. The three thermal stores would be located adjacent to the bin and cycle store and also serve to screen the energy centre car park/service forecourt, in conjunction with fencing. The entrance lobby serving the student / co-living units would be located towards the corner of Poole Road and Butts Road and would be accentuated by a 'portal frame'.
43. The building would be highly visible from the railway upon entrance into Woking from the south-west. It would form a 'gateway' building, marking the start of the tall buildings within Woking Town Centre in this direction and act as a wayfinder for those arriving to Woking by train.
44. The tall element of the building would be seventeen storeys in height. The building would be located adjacent to the Woking Town Centre boundary to the north, east and west, and located within a transitional area between the medium-rise developments

further north-west along Goldsworth Road (generally 3-5 storeys) and the proposed development at Nos.20-32 Goldsworth Road (Ref: PLAN/2016/0742) which benefits from a resolution to grant planning permission (made in October 2016) subject to the completion of a S106 legal agreement.

45. Extant, and future, local building heights are therefore considered to be increasing and setting a precedent for higher-rise development within this area. With the potential adoption of the Site Allocations DPD in the future – which intends to allocate the Poole Road Industrial Estate for mixed use development to comprise of offices, warehousing and a new Energy Station – it is considered that this area has capacity to significantly increase in density and height of development.
46. The resolution to grant planning permission (subject to S106 legal agreement) for the proposed development at Nos.20-32 Goldsworth Road forms a significant material consideration in the determination of this application. Blocks C and D of the proposed development at Nos.20-32 Goldsworth Road would occur to the western periphery of the Nos.20-32 Goldsworth Road site, although the level 03 podium/roof would effectively 'wrap' around Blocks B and C and almost abut the common boundary with the Woking Fire Station training yard and car park, which would intervene between the Poole Road development and that at Nos.20-32 Goldsworth Road.
47. Block C of the Nos.20-32 Goldsworth Road development would reach 17 storeys in height; the roof height of which would measure approximately 59.6m above ground level (AGL), although the 'crown' of Block C would extend slightly higher, to approximately 62.3m AGL.
48. The main roof height of the Poole Road development would reach approximately 62.6m AGL, although the staircore roof and lift overrun would extend slightly higher, to approximately 65.9m and 67.6m AGL respectively, although these elements would extend only across a small extent of the overall building and would be recessed back from elevations in part. It is therefore evident that the overall scale of the Poole Road development would be comparable to Block C of the Nos.20-32 Goldsworth Road development, which the Local Planning Authority has previously resolved to grant planning permission, subject to the completion of a S106 legal agreement.
49. It is also a material consideration that the Design Review Panel considered the massing and bulk of the building to feel appropriate for this location.

#### Materials and appearance

50. The building would contain three principle uses; energy centre (CHP), communal floors for the student / co-living accommodation and the student / co-living units. The adopted design approach is to explicitly express this horizontal divide, and mix of uses, throughout the building to result in a clear and structured legibility to the elevations. To this end the mass of the building would be divided into a collection of components; each component would express its own design characteristics and material identity. The lift and staircores would be expressed as solid elements, the energy centre (CHP) would form a strong podium base to the building, the communal floors would form an intermediate expression of animated occupation and the student / co-living accommodation would be expressed as a permeable grid containing active glazed spaces (the kitchen lounges) at opposite corners of the building.
51. The building would proudly and prominently express its function as an energy centre (CHP), adopting an overall industrial-influenced design approach and aesthetic, and

celebrating the energy centre flue tower with a bold colour, and within a prominent gantry housing, which would vertically link all elements of the building on the elevation.

52. The north-western corner (on the approach along Poole Road (from Goldsworth Road)), and the south-eastern corner of the building (from the railway) would provide readily legible elements. These building corners would house the communal kitchen lounges, which require natural light, and therefore a large extent of glazing. This glazing would ensure that these corner elements appear reflective by day, and are illuminated (internally) by night, giving rise to light and activity at either end of the building, ensuring a presence and clear identity.
53. A celebratory portal frame would accentuate the student / co-living building entrance and the industrial detailing would represent an honest characterisation of the building type, which would be repeated throughout the building and across the elevations, most prominently in the accentuated colouring of the mechanical elements and flue towers which would provide the building with a clear identity, and brand as a generator of energy and accommodation.
54. The components of the elevations would be split using two kinds of aluminium fins (primary and secondary) in order to create depth and interest. A dense fin spacing would be utilised at the energy centre (CHP) levels, with a black colouring to this element. A large extent of glazing would be utilised to the two communal floors between the energy centre (CHP) and the floors above containing student / co-living accommodation. Vertical capping fins would divide this section of the elevation. The residential levels above would be horizontally and vertically divided by a secondary fin to enable the community clusters of the residential levels to be defined. At the residential levels the primary elevation material proposed is silver metallic; the individual glazed panes would be topped by metallic spandrel panels. Both solid and perforated silver metallic curtain wall panels would run vertically through the facade, which would add further depth and texture to the elevations, in addition to that achieved through the use of primary and secondary fins.
55. The building has been designed 'in the round', a factor emphasised by the use of large extents of glazing to both the north-western and south-eastern corners to serve the communal kitchen lounges.
56. The building would help raise the standard of design more generally in the area and would likely assist in stimulating the redevelopment of the Poole Road Industrial Estate, which is within a very sustainable location adjacent to the Woking Town Centre boundary and proposed for allocation within the emerging Site Allocations DPD. Conditions 03 and 04 are recommended to secure detailed drawings of the external construction and sample panels of all external materials.

#### Landscape

57. The landscaping proposed to the residential entrance area would consist predominantly of paving with small areas of grass/astro, seating and planters provided. The entrance canopy feature would project over the majority of the residential entrance area, adding interest and the potential for lighting design to make an enhanced feature of this element during hours of darkness. Further details of landscaping, including surface materials and planting can be secured via recommended condition 06.

Summary of design and impact upon character

58. In summary, the proposed building would be appropriate in bulk and scale for the location and represent exceptional design, utilising a modern 'industrial' aesthetic, which would help raise the standard of design more generally in the area, and assist in stimulating the redevelopment of the Poole Road Industrial Estate within a very sustainable location adjacent to Woking Town Centre.

Quality of the residential accommodation

59. This application seeks student / co-living accommodation. One of the most important elements of student / co-living accommodation is that residents are provided with a wide range of communal spaces, which form part of their living accommodation to complement the individual residential space that they rent. It is not common practice for student / co living buildings to provide private amenity spaces as communal living and amenity spaces are provided as an alternative. The co-living concept is that residents rent serviced bedrooms (with private en-suite bathrooms) and have access to a wide range of facilities such as shared kitchens, café, yoga area, work space and gym.
60. There are currently no minimum space standards for student/co-living housing, as is proposed in this instance. Each student / co-living unit would measure 20.1 sq.m in floor area (with the exception of x1 DDA unit measuring 22.0 sq.m provided on each floor). All units would provide outlook to either the east or west and are therefore considered to achieve acceptable levels of outlook and daylight, and would receive access to some sunlight. Natural light would also penetrate the corridors due to the inclusion of windows within the south and north elevations.
61. All student / co-living units would provide private en-suite bathrooms, containing a shower. Communal kitchen lounges (measuring 46.3 sq.m and 39.7 sq.m respectively) would be shared by nine and ten units respectively, with all residents benefitting from the communal spaces to be provided at level 03, in addition to the roof garden at level 17. The submitted level 03 (communal space) plan shows a gym (68.0 sq.m), launderette (21.9 sq.m), bathrooms and 371.0 sq.m of open-plan space. The submitted level 04 (communal space) plan shows bathrooms and 484.1 sq.m of open-plan space. Further details of the internal provision of facilities within the open-plan spaces on levels 02 and 03 can be secured via recommended condition 08.
62. The roof garden at level 17 would measure 250.9 sq.m, representing a significant space, and is proposed to contain areas for games and activities, relaxation, reading and possibly communal vegetable and herb gardens. A canopy consisting of PV panels would provide a covered area to part of the roof garden, which would be enclosed by glass balustrades (proposed at 1.5m high). Further details of the provision of facilities roof garden on level 17 can be secured via recommended condition 08.
63. A management plan is recommended to be secured via condition 21, to include details of, but not be limited to: (i) detailed information on security and fire safety procedures; (ii) move in and out arrangements; (iii) how all internal and external areas of the development will be maintained; (iv) how communal spaces and private rooms will be cleaned and how linen changing services will operate; (v) how deliveries for servicing the development and residents' deliveries will be managed; (vi) on-site staff and their responsibilities; and (vii) what community events will take place and how the surrounding community may be engaged.

64. Overall a good quality of residential accommodation is considered to be provided to future occupiers.

Environmental impacts

Noise

65. Paragraph 170 of the NPPF (2018) sets out that planning decisions should prevent new development from being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Paragraph 180 of the NPPF (2018) sets out that planning decisions should also ensure that new development is appropriate for its location and in doing so they should avoid noise giving rise to significant adverse impacts on health and the quality of life.
66. Policy DM7 of the Development Management Policies DPD (2016) states that the Council will require noise-generating forms of development 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.
67. The application has been submitted with an Environmental Noise Survey and Acoustic Design Report (Ref: 25330/ADS Rev 1, dated 15 October 2018). During the noise survey periods the dominant noise sources were noted to be railway, road traffic and building services from adjacent properties.
68. The report sets out that it is anticipated that the boilers, pumps and fans will be operational 24 hours a day and the CHP engines are anticipated to be continuously operational between 06:00 to 23:00 hours during 80% of the year. The 'worst case' scenario is when the CHP engines will be operational during night time (all units working simultaneously) to support the national grid, although this situation is anticipated to occur approximately 10% of the year. The nearest noise sensitive receiver will be the residential window at 4th level, approximately 6.0m above the plant room on the 1st floor. To ensure no adverse impact from the energy centre to the residential areas above all plant is proposed to be fully isolated; achieved by constructing the energy centre as a room in room construction.
69. At this stage of the design the precise details of windows to be used are not known, nor are the precise details of the ventilation. However the external envelope of the proposed residences will incorporate suitably specified glazing so as to achieve the proposed design target internal noise levels. Where ventilation is provided through the facade it shall be suitably acoustically attenuated to ensure the achievement of the proposed target internal noise levels is not compromised.
70. The Environmental Health Service has considered the submitted Environmental Noise Survey and Acoustic Design Report, and raise no objection on noise grounds subject to recommended conditions 15, 16, 17 and 18 to ensure that future residential occupiers at upper levels are protected from noise and that noise breakout from the development does not adversely affect neighbours.

Air quality

71. The application has been submitted with a Mechanical Services Flue Height Calculation and Air Quality report. The Environmental Health service has commissioned a specialist external consultant to review this report. At the time of



preparing this Planning Committee report this response was awaited. An addendum to this Planning Committee report will be published relating to air quality matters once this response has been received.

#### Wind

73. As the Development proposes a new tall building measuring 17 storeys in height, the impact on the wind microclimate within and around the site is assessed within a wind comfort desk study. All tall buildings can generate significant adverse impacts on the wind microclimate in the vicinity of the building, in the form of various wind conditions on thoroughfares, windier conditions around entrances to the surrounding buildings, ground level amenity spaces, roof terrace amenity spaces and strong wind caused by down-drafting of upper level winds. The significance of these impacts can be managed by deployment of appropriate design features such as canopies and planters that act to deflect or dissipate turbulent airflow.
74. The wind comfort desk study utilises wind statistics from the nearest wind recording station (located at Papercourt Sailing Club - located approximately 4.3km south-east of the site). These wind statistics identify that the dominant wind direction is from the south-west, that the site will not be often exposed to severe wind conditions and that the risk of wind causing discomfort to pedestrians is relatively low.
75. The wind comfort desk study does identify that there is a potential for down drafts and an impact on pedestrian comfort on the western façade of the building. However, this area is to be used as car parking/service forecourt for the energy centre (CHP) and therefore pedestrian activity in this location is unlikely and the impacts from wind are likely to be negligible.
76. The residential building entrance would see the highest pedestrian interaction. The wind comfort desk study identifies that the placement of the thermal storage tanks and refuse/cycle store will provide some shielding, further reducing the likelihood of any user discomfort as a result of wind at the residential building entrance.
77. The wind comfort desk study identifies that the level 02 terrace would face the prevailing winds, exposing this outdoor space to down drafts which could impact the usability of the space and reduce occupant comfort. The report also identifies that the level 17 roof garden would be exposed to the prevailing winds and to higher wind velocities given its elevation. Whilst this is the case the wind comfort desk study identifies that the impact of wind at pedestrian level is likely to be negligible. Mitigation measures in relation to the impact of wind to the level 02 terrace and level 17 roof garden can be secured via recommended condition 22. Overall the wind implications of the development are considered to be acceptable.

#### Contaminated land

78. Paragraph 178 of the NPPF (2018) states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination and that, after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. Paragraph 179 sets out that where a site is affected by contamination responsibility for securing a safe development rests with the developer and/or landowner.

79. The application has been submitted with a Phase 1 Desk Study and Phase 2 Site Investigation Report. The Contaminated Land Officer raises no objection on contaminated land grounds subject to recommended condition 30.

Biodiversity and protected species

80. The NPPF 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 Geological Conservation also requires the impact of a development on protected species to be established before planning permission is granted. This approach is reflected within Policy CS7 of the Woking Core Strategy (2012).
81. An ecological assessment has been submitted with the application, which identifies that the bulk of the site is of low ecological value, consisting of buildings and hardstanding with very limited areas of vegetation formed by species that are common and widespread. No rare or noteworthy species or habitats were observed and none has been reported from the site by the desk study. The site is not subject to any ecological designations.
82. The only feature of significant local ecological value within the site was identified as the mature oak tree to the south-west, which has bat roost potential and is likely to provide nesting opportunities for birds and foraging opportunities for a range of wildlife; this Oak is shown to be retained within the submitted arboricultural information.
83. The ecological assessment identifies that neither of the buildings is considered to have significant potential as a bat roost site, because they are well-sealed and lack crevices, secluded voids or other similar features. No significant bird nesting potential was identified in connection with either building and searches under sheets of scrap material, bricks and other debris, revealed no evidence of any significant wildlife.
84. Given that the site is of low intrinsic ecological value and is not considered likely to support rare or protected species, the ecological assessment considers that no further survey work is necessary. Recommendations are made for the enhancement of biodiversity; further details of these measures can be secured via recommended condition 25. Having reviewed the ecological assessment Surrey Wildlife Trust raise no objection to the development subject to recommended conditions.

Arboriculture

85. Policy CS21 requires proposals for new development to include the retention of any trees of amenity value. Policy DM2 of the Development Management Policies DPD (2016) states that the Council will require any trees which are to be retained to be adequately protected to avoid damage during construction.
86. The application has been submitted with an arboricultural impact assessment (including a tree survey, tree protection plan and preliminary arboricultural method statement), which identifies that there is a mature oak tree (T3) which, although exhibiting occasional dead and broken branches, and dense ivy to the mid crown, is showing reasonable vigour; this oak tree is shown to be retained. The only other trees within the site are a sycamore (T1) and a whitebeam (T2), both of which would be removed to facilitate the development. The sycamore (T1) is a low quality (Category C) tree. Whilst the whitebeam (T2) is a moderate quality (Category B) tree, it is

overshadowed by larger trees to the south on the railway embankment and therefore has negligible amenity value in the wider landscape.

87. The arboricultural impact assessment also identifies that there is good tree cover on the nearby railway embankment, including ash, oak and sycamore growing through a dense thicket of buddleia, although these trees are identified as being distant enough not to be affected by the development.
88. The Senior Arboricultural Officer has reviewed the submitted information and raises no objection on arboricultural grounds subject to the provision of a detailed arboricultural method statement (recommended conditions 23 and 24 refer).

#### Flood risk and drainage

89. A Drainage Strategy and SuDS Statement has been submitted with the application. The site lies within Flood Zone 1 and therefore no issues are raised relating to fluvial flood risk. The Council's Strategic Flood Risk Assessment (SFRA) (November 2015) identifies part of the site of the proposed building as being at a 1 in 1000 year risk of surface water flooding, together with parts of the vehicular carriageway of Poole Road.
90. National government strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications from 6<sup>th</sup> April 2015; accordingly all 'major' planning applications must consider sustainable drainage systems.
91. The proposed drainage strategy involves attenuating water on-site and limiting the surface water discharge rate to 5 l/s, providing an approximate 71% betterment on the existing surface water run-off rate. In order to reduce the surface water runoff to 5 l/s the Drainage Strategy and SuDS Statement proposes to provide a geo-cellular attenuation tank below the external car park / service forecourt of the energy centre (CHP), with flow to the Thames Water surface water sewer restricted via hydro-brake. An interceptor would be provided to the energy centre car park / service forecourt to prevent petrol / oil contamination of surface water. The Sustainable Urban Drainage System (SuDS) hierarchy has been considered by the applicant in reaching this solution.
92. The Council's Drainage and Flood Risk Team has reviewed the submitted Drainage Strategy and SuDS Statement and raises no objection subject to recommended conditions 26, 27, 28 and 29. The Lead Local Flood Authority (Surrey CC) comments that, subject to the Council's Drainage and Flood Risk Engineer being satisfied with the proposal, they have no further comments to make.

#### Archaeology

93. Although the site does not fall within an identified Area of High Archaeological Potential Policy CS20 of the Woking Core Strategy (2012) states that on all development sites over 0.4 hectares an archaeological evaluation and investigation will be necessary if, in the opinion of the County Archaeologist, an archaeological assessment demonstrates that the site has archaeological potential.
94. The site (including the red-lined areas along the vehicular carriageways to accommodate the CHP infrastructure) exceeds 0.4 hectares and therefore the County Archaeologist has been consulted. The County Archaeologist has commented that, given the location of the site outside of an Area of High Archaeological Potential, the

previously developed nature of the land, and the concentrated and limited nature of the proposed groundworks, they perceive there to be a negligible archaeological risk. As a consequence, the County Archaeologist recommends that no further archaeological consideration of the application is required.

Amenity

95. Policy CS21 (Design) 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. Further guidance is provided within SPD Outlook, Amenity, Privacy and Daylight (2008). The development is generally bounded by commercial land uses, or railway.
96. Poole House (Nos.1-3 Poole Road), Midas House (No.62 Goldsworth Road), Technology House (Nos.48-54 Goldsworth Road) and all other properties within Poole Road and Cherry Street (with the exception of x1 flat above Kendall Cars, Nos.47-49 Poole Road) are within commercial and industrial uses, such that the impact of the development upon these properties does not need to be considered.
97. The boundary of the curtilages of residential properties fronting Kingsway and Kingsway Avenue (to the west) would remain in excess of 220 metres from the development. Approximately 136 metres separation would be retained (at the closest point), across the intervening railway and aggregates depot, between the development and existing buildings within New Central (to the south-east). A similar level of separation, measuring approximately 130 metres at the closest point, would be retained, also across the intervening railway and aggregates depot, between the development and the boundary of the curtilages of residential properties fronting York Road to the south. These retained separation distances are considered sufficient to preclude any sense of enclosure or significant harmful impact, by reason of potential loss of privacy, daylight or sunlight, or overbearing effect due to bulk, proximity or loss of outlook, to these properties.

Daylight and sunlight

98. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within a Daylight and Sunlight Assessment carried out in compliance with the methodology outlined within the Building Research Establishment (BRE) Guide 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)', a recognised industry tool for assessing these effects (hereafter referred to as the BRE Guide). The BRE Guide is however a guide and compliance is not mandatory, since the actual effect can be influenced by other factors. The BRE Guide is referred to within SPD Outlook, Amenity, Privacy and Daylight (2008).
99. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of

obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

100. It is also a material consideration that Paragraph 123(c) of the NPPF (2018) states that *“local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)”*.
101. Rooms in adjoining or nearby housing where daylight is required include living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed as daylight is not required to these rooms. Vertical Sky Component (VSC) and Daylight Distribution (DD) are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.

#### Vertical Sky Component (VSC)

102. Vertical Sky Component (VSC) quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. According to the BRE Guide if the VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight. The maximum VSC value obtainable at a flat window in a vertical wall is effectively 40%. Clearly ‘noticeable’ is a different test than that set out within Policy CS21 of the Woking Core Strategy (2012), which refers to ‘significant’ harm rather than a ‘noticeable’ effect.

#### Daylight Distribution (DD)

103. Where room layouts are known, the impact on the daylighting distribution in existing buildings can be found by plotting the ‘no sky line’ in each of the main rooms. For housing this would include living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are less important. The no sky line divides points on the working plane (in housing assumed to be horizontal and 0.85m high) which can and cannot see the sky. The BRE Guides states that if, following construction of a new development, the no sky line moves so that the area of the existing room, which does not receive direct daylight, is reduced to less than 0.8 times its former value (ie. a greater than 20% reduction) this will be noticeable to the occupants, and more of the room will appear poorly lit. However the BRE Guide also states that the guidelines need to be applied sensibly and flexibly; if an existing building contains rooms lit from one side only and greater than 5.0m deep, then a greater movement of the no sky line may be unavoidable.

#### Sunlight impacts

##### Sunlight impact to windows

104. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window, or area of ground, being assessed relative to the position of due south. The BRE guide recommends that all main living rooms facing within 90° of due south (ie. facing from

90° to 270°) should be checked for potential loss of sunlight. Kitchens and bedrooms are less important.

105. The BRE Guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of APSH between 21 September and 21 March (for ease of reference this period is referred to as 'winter months') and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of APSH. In this context 'Probable sunlight hours' means the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question.

Greenwood House (upper levels of Woking Fire Station)

106. There is residential accommodation at first floor level and above within Woking Fire Station (which is known as Greenwood House). Approximately 37.5m separation would be retained between the closest points of the Poole Road building and the residential accommodation at first floor levels and above. There would be a perpendicular relationship between the eastern elevation of the Poole Road building and the northern elevation would be offset from the southern elevation of Greenwood House such that it would not occur directly opposite the openings within the southern elevation of Greenwood House. These factors are considered sufficient to avoid any potential undue overbearing effect, or sense of enclosure, resulting from bulk, proximity or loss of outlook, and also to avoid any potentially harmful overlooking, to Greenwood House.
107. The submitted Daylight and Sunlight Assessment demonstrates that all habitable room windows within the southern elevation of Greenwood House both retain VSC of 27% or greater, and sustain VSC reductions of less than 20% of existing, such that daylighting would not be significantly adversely affected. The submitted Daylight and Sunlight Assessment also demonstrates that all habitable rooms within the southern elevation of Greenwood House would sustain less than 3% reductions in 'no sky lines' (the BRE criteria is 20% reduction) such that daylighting distribution within these rooms would only be affected in a very minor way.
108. The submitted Daylight and Sunlight Assessment demonstrates that no adverse loss of Annual Probable Sunlight Hours (APSH) (as defined within the BRE Guide) would be sustained to any habitable room windows within the southern elevation of Greenwood House. In terms of Winter Probable Sunlight Hours (WPSH) 12 of the 16 windows would sustain reductions in excess of 20% of existing (20% is the BRE criteria), albeit these reductions mostly vary between 20.2% and 23.0% and are therefore not significantly in excess of the BRE target criteria. Furthermore, although the reduction in existing winter sunlight may be noticeable to occupiers, all southern elevation windows would maintain at least 25.65% WPSH, significantly in excess of the BRE target criteria of 5.00%. The level of retained winter sunlight would therefore remain at a very good level, particularly taking into account the Woking Town Centre location of Greenwood House.

Spectrum House

109. Spectrum House is a former office/retail building located on the corner of Poole Road and Goldsworth Road. It is currently in the process of being converted from office/retail-to-residential, as a result of prior approvals references PLAN/2017/1000 and PLAN/2018/0017. A further floor of residential accommodation is also in the

process of being constructed as a result of a grant of planning permission (Ref: PLAN/2016/1422). Although not currently in residential use the impact of the Poole Road development has been considered against the resulting situation of Spectrum House; that is that the prior approvals and planning permission are completed and occupied for residential use.

110. The tall element of the development would retain approximately 36.2m separation, at the closest point, to Spectrum House to the north-west. The front refuse/cycle store projection (with the thermal storage vessels located behind) would retain approximately 28.7m separation to the closest point of Spectrum House. These factors are considered sufficient to avoid any potential undue overbearing effect, or sense of enclosure, resulting from bulk, proximity or loss of outlook, and also to avoid any potentially harmful overlooking, to Spectrum House.
111. The submitted Daylight and Sunlight Assessment demonstrates that all habitable room windows within the relevant elevations of Spectrum House would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected, with the exception of the following windows:

Window Ref	BRE VSC reduction target	VSC reduction sustained	Extent of reduction beyond BRE target	Retained VSC
68	20.00%	22.84%	2.84%	25.78%
69	20.00%	21.95%	1.95%	25.95%
70	20.00%	21.10%	1.10%	26.14%

112. These three windows would serve a bedroom and living room to a third floor flat. The bedroom would be served by both windows 69 and 70. The living room would be served by windows 67 and 68; window 67 would comply with the BRE VSC target criteria, which would reduce the adverse impact upon the living room also served by window 68. As demonstrated by the preceding table the retained VSC to these three windows, and the extent of the VSC reduction sustained, would both be marginally beyond the BRE target criteria. Taking this factor into account, combined with the Woking Town Centre location of Spectrum House and that, of the 81 windows assessed within Spectrum House, only 3 windows (less than 4%) would fail to meet the BRE VSC target criteria, the impact upon daylighting to Spectrum House is considered to be acceptable.
113. The submitted Daylight and Sunlight Assessment demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any habitable room windows within the relevant elevations of Spectrum House with the exception of window 55, which would retain 24.60% APSH. This retained APSH falls only 00.40% short of the BRE Guide target criteria of 25.00%. This very minor level of shortfall to 1 of the 81 windows assessed (less than 2%) is not considered to result in significantly harmful impact to Spectrum House.

Nos.20-32 Goldsworth Road site

114. Nos. 20-32 Goldsworth Road (Ref: PLAN/2016/0742), situated beyond intervening Woking Fire Station training yard and car park to the east, benefits from a resolution to grant planning permission subject to the completion of a S106 legal agreement. Blocks C and D would occur to the western periphery of the Nos.20-32 Goldsworth

Road site, although the level 03 podium/roof would effectively 'wrap' around Blocks B and C and almost abut the common boundary with the Woking Fire Station training yard and car park. Residential Block C would occur towards the railway lines and reach 17 storeys in height. Commercial Block D would step down from Block C towards Goldsworth Road. The impact of the development upon proposed Block C, which would contain residential accommodation, is key.

115. Approximately 44.5m separation would be retained between the Poole Road development and the western boundary of the Nos.20-32 Goldsworth Road site, which occurs across the intervening Woking Fire Station training yard and car park, which is considered sufficient to avoid any potential undue overbearing effect, or sense of enclosure, resulting from bulk, proximity or loss of outlook to the proposal, particularly residential Block C, at Nos.20-32 Goldsworth Road. It should be noted, as previously set out, that the heights of the Poole Road development and Block C of the Nos.20-32 Goldsworth Road proposal are comparable. Whilst mutually facing windows would occur between the Poole Road development and that proposed at Nos.20-32 Goldsworth Road, across the intervening Woking Fire Station training yard and car park, the retained 44.5m separation is considered sufficient not to give rise to a significantly harmful loss of privacy to either development.
116. The submitted Daylight and Sunlight Assessment demonstrates that all habitable room windows within the western elevation of Block C of the proposed development at Nos.20-32 Goldsworth Road would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected, with the exception of the following windows:

Window Ref	BRE VSC reduction target	VSC reduction sustained	Extent of reduction beyond BRE target	Retained VSC
1	20.00%	22.27%	2.27%	24.64%
26	20.00%	21.17%	1.17%	19.70%
27	20.00%	23.29%	3.29%	19.17%
30	20.00%	20.27%	0.27%	25.57%

117. Window 1 would serve a living room, which would also be served by a window within the southern elevation of Block C which would remain unaffected by the Poole Road development. Windows 26, 27 and 30 would all serve bedrooms, which are generally considered to be less sensitive to daylight reductions than living rooms, and sustain reductions in VSC relatively small margins beyond the BRE target criteria (to a maximum of 3.29% beyond). Furthermore the proposed development at Nos.20-32 Goldsworth Road does not benefit from planning permission, albeit it does benefit from a resolution to grant planning permission subject to the prior completion of a S106 legal agreement, and therefore may not be implemented, or may be implemented in a slightly different manner (subject to further planning application(s)).
118. Taking all of these factors into account, combined with the Woking Town Centre location, and high-density nature, of the proposed development at Nos.20-32 Goldsworth Road and that, of the 90 windows assessed within the western elevation of Block C, only 4 windows (less than 5%) would fail to meet the BRE VSC target criteria, the impact upon daylighting to Block C of the proposed development at Nos.20-32 Goldsworth Road is considered to be acceptable. Furthermore the Poole Road development is not considered to unduly prejudice any future potential



redevelopment of the Nos.20-32 Goldsworth Road site, either in the form of PLAN/2016/0742 or in any potential revised form (subject to further planning application(s)).

119. The submitted Daylight and Sunlight Assessment demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any habitable room windows within the western elevation of Block C of the proposed development at Nos.20-32 Goldsworth Road.

Solar glare

120. The BRE guidelines outline a brief methodology for evaluation of the scale of a solar glare issue: *"If it is likely that a building may cause solar dazzle the exact scale of the problem should be evaluated...by identifying key locations such as road junctions and windows of nearby buildings, and working out the number of hours of the year that sunlight can be reflected to these points"*. Reflected solar glare (or "solar dazzle") can only arise when all of the following conditions are met: (i) sky conditions are clear enough for the sun to be visible (ii) the facade material is sufficiently specular (reflective) at the viewing angle of the observer and (iii) the observer's position and sun position are such that the observer can see a reflection of the sun in the building facade.
121. There are no quantitative criteria within the BRE guidelines regarding acceptable levels of solar glare. There is, however, research which suggests that the significance of a glare occurrence is largely dependent upon its angle from the line of sight and the relevance of this with respect to the human field of vision. Between 10° and 30° corresponds to Near Periphery field of view and therefore where glare occurs between these angles, the impact would be considered minor or moderate depending upon the location and use of the adjacent sensitive receptor and the period of time the glare occurs. An angle of greater than 30° corresponds to the Far Periphery field of view and, therefore, the risk of reflective solar glare causing a hazard is reduced. As such, the impact would be considered to be of negligible significance.
122. The application has been submitted with a solar glare study, the purpose of which is to quantify the potential for glare for train drivers using the railway line to the south of the site, arising from reflections of the sun on the facades of the building. Three sensitive viewing positions were identified along the railway line, corresponding to key positions for train drivers using the line in relation to signals and junctions. For each viewing position, a set of HDR images with false colour luminance were generated from the daylight model, simulating the pattern of luminance that would be generated under clear sky conditions throughout the day on three key dates of the year: 21st December (winter solstice - when the sun's altitude at solar noon is at its lowest), 21st September (equinox), and 21st June (summer solstice - when the sun's altitude is at its highest). It should be noted that there are two equinoxes in the year, one in March (spring equinox) and one in September (vernal equinox). Both equinoxes have exactly the same characteristics in terms of sun position. These dates are not exhaustive, but represent key times of the year in terms of the sun's position, and the likelihood of solar glare during the periods in between these dates can be inferred. The submitted solar glare study is based on the assumption is that if an area on the facade of the building has a luminance of 8,000 Cd/m<sup>2</sup> or greater, it could constitute a glare source.
123. The submitted solar glare study sets out that there are several times on each of the above dates when sources of high luminance (above 8,000 Cd/m<sup>2</sup>) on the building facade were detected within the 30° zone of the observer's visual field. However, they

are typically spread over a large area, indicating that they are not a direct reflection of the sun's image, but rather a bright area of diffused light. This is due to the facade composition, in which specular areas of material (such as glazing) are broken up by spandrel panels and cladding, so that large areas of glossy surface are avoided.

124. The submitted solar glare study also identifies a small number of periods in which areas of luminance in excess of 9,000 Cd/m<sup>2</sup> were detected within the 30° visual field. These are 11.00-16.00 at the equinoxes and 15.00-17.00 during summer solstice for position 1, 10.00-14.00 for the equinoxes and 15.00 - 17.00 during summer solstice for position 2, and 08.00-09.00 at summer solstice and equinox for Position 3. As the sun's apparent altitude changes gradually from day to day, it is possible that, if the sky is sufficiently clear, these conditions could exist for a number of weeks around the key dates in question. In other words, the hours that have been identified in the analysis when solar glare is possible do not only apply to the dates analysed, but to several weeks either side of those dates.
125. Whilst this is the case the submitted solar glare study sets out that the following steps can be taken to reduce the likelihood of solar glare at the identified times:
- Ensure that the Metallic cladding material is as matte as possible.
  - Decrease the light reflectance value of the metallic cladding by choosing a darker finish.
  - Ensure that the materials chosen for other elements (such as the fritted glazing, spandrel panels and flues) have the same properties as those used in the solar glare study.

External material samples are the subject of recommended condition 04. It is considered that a final solar glare study can also be secured via condition 04, to accompany the submission of external material samples. At this stage the finish (and reflectance) of the metallic cladding material will be confirmed and any measures necessary (as set out above) to reduce the likelihood of solar glare can be adopted in submission, and approval, of the external material samples.

#### Transport, highways and accessibility

126. A Transport Statement has been submitted with the application, which has been updated following the revisions to the scheme.
127. The applicant currently envisages that most of the residential units will be leased by The University of Surrey (UniS) based in Guildford and offered primarily to post-graduate students. Each residential unit is intended for single occupancy, resulting in x247 residential occupants at full occupation.
128. Paragraph 110 of the NPPF (2018) suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.
129. SPD Parking Standards (2018) does not contain specific car parking guidance for student/co-living accommodation, but does state that, for sui generis uses and those not mentioned specifically with the SPD, car parking will be subject to individual assessment/justification. Taking into account that the location of the proposed building

is adjacent to the Woking Town Centre boundary, the following statements within SPD Parking Standards (2018) provide some helpful context:

- *“Parking provision in the town centre for new developments will have to be carefully managed to ensure an efficient allocation of land and control congestion from these developments; whilst still ensuring highway safety;*
- *The town centre and its wider area are covered by a number of Controlled Parking Zones (CPZ). These cover all the kerbsides in the town centre, making them subject to a waiting restriction and parking charges; and*
- *Woking town centre is highly accessible via many transport modes, suffers from congestion and has a huge demand for land. Therefore, more stringent standards – 50% reduction – applies for Woking town centre (as defined on the Proposals Map), to balance all of these needs. This approach was undertaken in the previous Woking parking standards SPD and has been successful in increasing the use of sustainable transport modes of travel and in directing parking into public car parks, thereby gaining the benefits derived from unallocated shared parking.”*

130. Poole Road and Butts Road are subject to parking restrictions in the form of double or single yellow lines. The town centre and its wider area are covered by a number of Controlled Parking Zones (CPZ), which cover all the kerbsides in the Town Centre, making them subject to a waiting restriction and parking charges. They are generally restricted between 08:30 and 18:00 hours Monday to Saturday.

#### Car parking

131. x12 parking spaces will be provided for use by energy centre staff, based on operational needs and experience at similar facilities. It is operationally critical that the energy centre is able to closely manage its car parking due to the CPZ surrounding the site.
132. No on-site car parking will be provided for students/co-living residents, which is considered to be acceptable due to the combined factors of:
- A wide range of bus services is easily accessible within approximately 300 metres of the site
  - Regular train services are available at Woking railway station within approximately 640 metres from the site
  - The site benefits from good access on foot and cycle to Woking Town Centre with many local amenities within a short walk or cycle, meaning that students/co-living residents would have no need for regular access to a car
  - Provision of communal facilities on-site for functional and leisure purposes (ie. common rooms, gym and changing rooms, and launderette)
  - x138 secure, covered cycle parking spaces will be provided on site for students/co-living residents and energy centre staff
  - Ease of reaching the University of Surrey campus sites in Guildford, and higher education sites within London, by non-car modes

Furthermore, students are generally less likely to own or have access to a car than occupiers of other forms of residential accommodation.

Cycle parking

133. SPD Parking Standards (2018) does not contain specific cycle parking guidance for student/co-living accommodation, but does state that, for sui generis uses and those not mentioned specifically with the SPD, cycle parking will be subject to individual assessment/justification.
134. Although not forming part of the Development Plan within Woking Borough the Surrey County Council Vehicular and Cycle Parking Guidance (January 2018) is capable of forming a material consideration in the determination of this planning application. In the case of student accommodation this document indicates that 1 cycle parking space per 2 students should be provided. x247 student / co-living units are proposed, all of which would be for single occupation (x247 maximum occupiers); at 1 cycle space for 2 occupiers a requirement for x124 cycle parking spaces would arise.
135. A secure cycle store on the ground floor will be provided x130 cycles for students and co-living residents (a ratio of circa 0.5 per unit). A secure, covered shelter will be provided for use by Energy Centre staff, accommodating at least x8 cycles (energy centre staff will also have access to x12 parking spaces). The provision of cycle parking can be secured via recommended condition 13.

Alternative modes of travel

Walking and cycling

136. 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 public transport connections.
137. Two National Cycle Routes pass close to the site through Woking town centre; Route 221 and Route 223:
- National Cycle Route 221 is an off-road route along the Basingstoke Canal, passing close to Woking Town Centre and West Byfleet, Woking and Brookwood rail stations. At the junction with the River Wey Navigation, cyclists have the option to continue north to Weybridge or south to Guildford.
  - National Cycle Route 223 starts at Chertsey in the north; the route runs south along the A320 to Woking Town Centre, passing through Horsell Common and Ottershaw. The route then continues south on to Guildford.

Additionally, the Woking and Egham, Surrey Cycle Link passes through Woking Town Centre and provides access south towards Ripley, East Clandon and north towards Egham.

Rail

138. Woking railway station is located a walking distance of approximately 640 metres east of the application site (a circa 8 minute walk or 5 minute cycle) and is accessible from the application site via the existing network of footways and pedestrian crossings. This distance is well within an 800 metre 'acceptable' walking distance as recommended by the Chartered Institute of Highways and Transportation (CIHT). Woking railway 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, Weybridge, Alton and Portsmouth Harbour. Services from Woking to Guildford run every 10 minutes in both the morning and evening peak periods, as well as on a Saturday and Sunday daytime periods. This provides a key link between Woking and Surrey University's main campus in Guildford.

### Bus

139. The nearest bus stop to the site is on Woking High Street, approximately 300 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 site via the existing footways and crossing provision. This bus stop serves many local bus routes, including, but not limited to, the following key services towards Guildford, which is the most likely regular destination for any UniS students:

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Saturday daytime frequency
28	Guildford – Knaphill – Woking	Every 30 minutes	Every hour	Every hour and 30 minutes
Max 34	Guildford – Woking – Camberley	Every 30-40 minutes	Every 30-40 minutes	Every 20-40 minutes
Max 35	Guildford – Woking – Camberley	Every hour	Every hour	Every hour
462	Guildford – Ripley – Woking	Every 2 hours	Every 2 hours	Every 2 hours
463	Guildford – Ripley – Woking	Every 2 hours	Every 2 hours	Every 2 hours

### Access to local facilities

140. Woking Town Centre provides a wide range of local services and facilities, including shops, professional services, food and drink, banks, jobs and leisure outlets, many of which are accessible on foot. It is also a consideration that there will be on-site facilities for the student/co-living accommodation, thereby reducing the need to travel to use facilities such as launderette, gym and common rooms. A large supermarket is located circa 300 metres from the site with a dental centre (250 metres), pharmacy (450 metres) and medical centre (650 metres) within easy walking and cycling distance.
141. Overall the site has a very good level of accessibility by public transport, on foot and by cycle. Connections with the University of Surrey in Guildford are excellent by both bus and rail. The site's location in relation to local amenities within Woking Town Centre and surrounds means that future residential occupiers can access everyday local amenities on foot.

### Energy centre

142. The submitted Transport Statement sets out that normal operating hours of the CHP engines are proposed to be 06:00 to 23:00, seven days per week, although these

hours may be extended in exceptional circumstances. Other plant associated with the energy centre will operate permanently but automatically, hence a full-time staff presence will not be necessary. During a typical weekday, three engineering staff will be on site from 07:00 until 18:00, although engineers may need to attend site at other times if responding to a fault or emergency. One or two additional administrative/scheduling staff may also be present during normal weekday working hours. In addition, up to x12 mobile engineers will be based at the site; they will arrive and remain only to collect parts, tools, job sheets etc. and return for the last 30-minutes (approximately) of the working day.

#### Access

143. Pedestrian access for the student/co-living residents and the energy centre staff/visitors will be separate. Vehicular access for the CHP plant will be from Poole Road, where the existing dropped kerbs will be maintained, to the southern part of the site. The boundary fence will be installed with a central gate for HGV access.

#### Servicing arrangements

#### Energy Centre

144. The submitted Transport Statement sets out that servicing and deliveries for the Energy Centre are anticipated to include the following:
- Up to three small transit sized vans for deliveries or visiting contractors (daily)
  - 7.5 tonne to 18 tonne curtain side or tail lift rigid HGV (once per week)
  - A 26-tonne tanker (every two to three months)
145. The proposed access and servicing arrangement has been tested using the vehicle swept paths. In the interests of robustness, a 16.5-metre long articulated vehicle (the largest generally permitted on UK roads) and a 26-tonne tanker have been used in this analysis. The swept paths show these vehicles reversing into the site towards the engine room shutters and pulling out onto the highway in forward gear. It is unlikely that more than one engine will be serviced/dismantled at any one time; therefore only one HGV will need access to the site at a given time.
146. The submitted Transport Statement states that delivery and servicing vehicles to the site will be closely managed by the Energy Centre staff to ensure that no conflict arises between servicing activities and car parking and to maximise safety. During construction, it will be necessary to transport three 15-metre long thermal storage cylinders; this operation will be carried out by a specialist supplier with experience in the field. The delivery route and timings will be carefully planned, involving advance consultation by the applicant with the Police and Highway Authorities as appropriate. Condition 34 is recommended to secure submission of an energy centre delivery and service vehicle management plan and condition 12j) is recommended to secure details of the thermal storage cylinder delivery route and timings as part of the Construction Transport Management Plan (CTMP).

#### Student/Co-living Units

147. Servicing activity associated with the student/co-living units will predominantly relate to cleaning, maintenance, vending machine re-stocking, etc. The students/co-living residents will attract occasional deliveries associated with online shopping or regular

mail, mostly undertaken by light goods vehicles (up to 7.5 tonnes). They will be limited in number with a short dwell time and therefore may be performed from Poole Road.

148. The Transport Statement sets out that student/co-living unit maintenance vehicles will gain access to the site and be permitted limited use of the available parking bays by agreement with Energy Centre staff, who will manage such access to minimise conflicts. Further details of these arrangements can be secured via recommended condition 21c) as part of the Student / Co-living management plan.

#### Students Moving In/Out

149. The Transport Statement sets out that at the beginning and end of each academic term and particularly at the start/end of the academic year, it is likely that students will be dropped off and collected by car or small van. These vehicles will need to park for short periods (up to about 30-minutes) while personal possessions are unloaded/loaded. The moving in process typically takes place over two or three weekends in advance of the autumn term, whereas the moving out period is spread over a longer period still as students complete their studies for the year. This staggered moving in/out period will have little impact on the local road network.
150. The submitted Transport Statement sets out that move in/out days will take place on weekends, which will allow students to park and drop off possessions within the energy centre car park. This will be managed between the student/co-living unit management staff and the energy centre staff; students will be allocated arrival times/slots and marshals will be present to ensure that unloading/loading is carried out quickly. Further details of these arrangements can be secured via recommended condition 21b) as part of the Student / Co-living management plan.

#### Refuse/recycling collection

151. Refuse/recycling collection will be undertaken from Poole Road. The student/co-living refuse/recycling store is located such that the collection distance, and therefore the dwell of the collection vehicle (RCV) will be minimised. Collection will be privately managed owing to the nature of the residential accommodation in this instance.

#### Trip generation

152. The Transport Statement utilises the TRICS database to establish that the previous uses are likely to have generated 25 total person trips in the morning peak hour, of which 17 are likely to have been vehicular. In the evening peak hour, the previous uses could have generated 23 total person trips, of which 16 are likely to have been vehicular. Across an average weekday, the previous uses are likely to have generated 126 total person trips, of which 81 could have been vehicular.
153. The Transport Statement sets out an assessment of the trip generation potential of the student/co-living units based on trip rates derived from the TRICS database. These indicate that the student/co-living units are likely to generate 39 total person trips in the weekday morning peak hour, of which none are anticipated to be by car. In the evening peak hour, 56 total person trips are likely to be generated, of which none are anticipated to be by car. Over an average weekday, the proposed student/co-living units are likely to generate 488 two-way total person trips. No vehicle trips associated with the student/co-living units would enter/leave the site, except under closely managed conditions at the start and end of the academic year as set out previously.

154. The Transport Statement indicates that the proposed energy centre is likely to generate up to 29 vehicle trips in both the weekday morning and evening peak hours. Over an average weekday, the proposed energy centre is likely to generate 64 two-way total person trips. Overall the maximum net impact of the proposed development, in terms of vehicular trip rates, is not expected to be significant.

Travel Plan

155. A Travel Plan Statement has been submitted in support of the application. Due to the scale and operational nature of the energy centre the management and implementation measures set out within the Travel Plan Statement relate to the student/co-living accommodation.
156. In order to support travel by active and/or sustainable transport modes the 'hard' infrastructural and 'soft' behavioural measures proposed to be implemented for the student/co-living accommodation consist of:
- the appointment of a Travel Plan Coordinator (TPC)
  - provision of on-site cycle parking
  - on-site noticeboard(s) displaying travel information
  - an information leaflet for supply to students/co-living residents explaining all appropriate transport options for travel to and from the accommodation
  - routine communications between the students/co-living residents, any accommodation management team/representative, and personnel at any related educational establishment to include travel information as and when necessary and appropriate
  - information about the health benefits of active travel (walking and cycling)
  - the locations and types of local amenities and how to access these via active and/or sustainable modes
157. The implementation of the student / co-living accommodation Travel Plan can be secured via recommended condition 14.

Sustainability and renewable energy

158. Policy CS22 of the Woking Core Strategy (2012) requires new non-residential development of 1,000 sq.m or more (gross) floorspace is required to comply with BREEAM very good standards (or any future national equivalent). Policy CS22 also states that applications for developments with exceptionally high total energy consumption, such as large leisure facilities with a high heat demand or buildings with exceptionally high power/cooling loads (such as data centres), will be required to reduce the total carbon emissions from the development by 10% through the use of renewable energy measures on site.
159. The application has been submitted with a sustainability and energy statement, which sets out that the energy reduction strategy will follow the energy hierarchy by seeking to:
- Use Less Energy (Be Lean) - minimise the overall environmental impact and energy use through energy efficiency measures - e.g. improved insulation and glazing



- Use Clean Energy (Be Clean) - ensure that energy systems on-site (heat and power) are efficient and produce minimal CO2 emissions - e.g. CHP, District Heating and Communal Boilers; and
  - Use Renewable Energy (Be Green) - implement the use of suitable technologies to provide renewable and emission free energy sources
160. The submitted sustainability and energy statement concludes that the proposed development will provide a modern, resource efficient, sustainable site, which responds positively to the relevant sustainability planning policies and deliver the following measures:
- Connection to the in-house district CHP system;
  - Time and weather compensator controls;
  - A high efficiency Mechanical Ventilation Heat Recovery system;
  - High levels of insulation and low U-values;
  - Accredited Construction details for all applicable thermal bridges;
  - Air permeability of <5 m<sup>3</sup>/hr/m<sup>2</sup>;
  - Achieve an internal water usage limited to <125L/person/day (including an allowance of <5L/person/day for external water consumption); and
  - 100% low energy lighting
  - PV panels on rooftop
161. The application has been submitted with a BREEAM NC 2014 Pre-Assessment Estimate report by SRE, who have been appointed to act as the BREEAM Assessor. This report identifies that the development can potentially achieve a score of 66.7%, attaining a rating of 'Very Good' under BREEAM New Construction 2014 - at the present time. BREEAM matters can be secured via recommended condition 33.

Thames Basin Heaths Special Protection Area (TBH SPA)

162. Policy CS16 of the Woking Core Strategy (2012) sets out how the Community Infrastructure Levy (CIL) will be used to enable infrastructure requirements arising from growth to be funded through developer contributions, including avoidance measures (Suitable Alternative Natural Greenspace – SANG) for the Thames Basin Heaths Special Protection Area (TBH SPA). CIL is charged on residential (Class C3) and retail (Class A1) development, but there is a Nil rate for all other commercial and non-residential uses. The proposed development does not fall within the definition of 'residential' within the CIL Charging Schedule. However, the Council is required, under the EU Habitat Directive, to avoid harm to sensitive environmental sites of European significance such as the TBH SPA as a result of development. The Council has set the CIL rate to cover SANG mitigation for residential forms of development from which CIL cannot be levied, and therefore these applications would meet the requirements of the Directive.
163. Policy CS8 of the Woking Core Strategy (2012) sets out how new residential development, which is likely to have a significant effect on the purpose and integrity of the Thames Basin Heaths SPA either alone or in combination with other projects, will be required to demonstrate that adequate mitigation measures are put in place to avoid any potential adverse effects. Although CIL is the only mechanism for collecting SANG contributions within the Borough, contributions towards Strategic Access Management and Monitoring (SAMM) are sought separately under Section 106.

164. The Thames Basin Heaths SPA Avoidance Strategy does not provide specific guidance on Sui Generis Use Class student/co-living accommodation – developments such as these are generally considered on a case by case basis. There are a number of key criteria which need to be assessed before a decision can be made as to what extent avoidance and mitigation is required for such a proposal. They include:

- Size of development: the proposal would result in x247 student/co-living units and an overall 12,826 sq.m of internal floorspace. This is considered to be a large development;
- Distance from the SPA: the proposal falls within the 400m-5km zone, and lies 1,710m straight-line distance from the nearest point of access to the SPA (along Horsell Birch) – which is considered to be beyond reasonable walking distance, but within reasonable cycling distance;
- Accessibility to the SPA: the development will be car free in relation to the student/co-living development. Cycle spaces will be provided. Students are less likely to have or need a car compared with residents of conventional residential accommodation, and would therefore need to access the SPA by public transport, by foot or by bike;
- Whether it is possible for the accommodation to be occupied for 12 months of the year or just during term time: floors 4 to 16 above the energy centre will provide shared student/co-living accommodation for students, professionals and graduates. Student accommodation is normally rented on a 39 or 50 week lease for full-time students. Co-living accommodation provided is for periods longer than traditional short stay accommodation, but not for permanent occupation. Tenants often stay between 6 and 12 months;
- What type of occupants/students the proposed development will house: the PSBA element is likely to target post-graduates who can live at the accommodation for a number of years, potentially with their family; and the co-living element will target 19-35yr old employed individuals (often graduates and those unable to afford private rented sector accommodation) and some post graduate students;
- The ability for students to have cars on site, and thus their accessibility to the SPA by vehicle: the development will be car free and only provide parking for employees of the energy station – accessibility to the SPA by vehicle would therefore very limited;
- The ability for students to have pets: this is considered to be unlikely, but the Design & Access Statement refers to precedents including the 'Fizzy Living' development in Walthamstow where 'even pets are welcome';
- Will the dwellings be sold to the open market at a later date?: this is a possibility although is considered unlikely because the energy centre operator will wish to retain control over the building.

165. Based on the characteristics of this kind of accommodation it could be concluded that the effects on the TBH SPA will be less than traditional dwelling houses (use class C3), and the scale of mitigation may be less than that of traditional housing. However the units of student/co-living accommodation are considered to need to provide an appropriate SAMM contribution per unit. The co-living units have the potential to be

occupied for longer periods than units rented for student accommodation, which are more likely to be occupied during the academic year, and potentially for individual academic terms. The TBH SPA Avoidance Strategy tariff (April 2018 update) sets a SAMM contribution per studio dwelling of £503. Given that x247 units are proposed the SAMM contribution required is £124,241; this would need to be secured through an Executive Undertaking.

166. Natural England have confirmed that, provided the applicant is complying with the requirements of Woking's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM)), Natural England has no objection to the application. Subject to the completion of an appropriate Executive Undertaking, the Local Planning Authority is able to determine that the development would have no significant effect upon the TBH SPA and therefore accords with Policy CS8 of the Woking Core Strategy (2012) and the Thames Basin Heaths Special Protection Area Avoidance Strategy.

#### Affordable housing

167. Policy CS12 of the Woking Core Strategy (2012) requires all new residential development meeting certain criteria to contribute towards the provision of affordable housing within the Borough. Although affordable housing provision will generally be required from residential developments within the C3 use class, the reasoned justification states that the policy applies to all sites where new residential development is proposed, including 'other forms of residential accommodation where relevant'. Policy CS12 therefore, as a matter of principle, does not rule out seeking affordable housing contributions on the back of all forms of residential development, which could include student accommodation and sui generis use class residential accommodation.
168. On balance, taking into account guidance contained within SPD Affordable Housing (2014), it is not considered that purpose built student accommodation of the nature proposed should contribute towards affordable housing. SPD Affordable Housing (2014) indicates on page 24 that Policy CS12 does not currently apply to student accommodation. The Council may in future do further work to see whether student accommodation can provide some form of affordable housing without undermining viability. However that work is yet to be done, and in light of this, at this stage a contribution towards affordable housing cannot be sought.

#### **CONCLUSION:**

169. Overall the development would not undermine the overarching objective of Policy CS15 and would help facilitate the predicted future growth in economic development required for Woking's economy to grow through provision of a new CHP plant, in one of the potential locations for a new town centre energy station identified within SPD Climate Change (2013). The CHP plant would serve Woking Town Centre and environs thereby helping to secure reductions in greenhouse gas emissions, minimise vulnerability and provide resilience to the impacts of climate change, adding to one of the most extensive decentralised and renewable and low carbon energy infrastructures in the UK.
170. The proposed building would be appropriate in bulk and scale for the location and represent exceptional design, utilising a modern 'industrial' aesthetic, which would help raise the standard of design more generally in the area, and assist in stimulating

the redevelopment of the Poole Road Industrial Estate within a very sustainable location adjacent to Woking Town Centre.

171. Subject to recommended conditions the impact upon all planning considerations is considered to be acceptable. The proposal is therefore considered to accord with policies CS1, CS2, CS7, CS8, CS9, CS10, CS11, CS12, CS15, CS16, CS18, CS21, CS22, CS23, CS24 and CS25 of the Woking Core Strategy (2012), Policies DM2, DM5, DM6, DM7, DM8, DM11 and DM16 of the Development Management Policies Development Plan Document (2016), Supplementary Planning Documents Design (2015), Outlook, Amenity, Privacy and Daylight (2008), Parking Standards (2018), Affordable Housing Delivery (2014) and Climate Change (2013), the provisions of the National Planning Policy Framework (NPPF) (2018) and the Planning Practice Guidance (PPG).

#### **BACKGROUND PAPERS**

Site visit photographs

Site Notices (Major Development - dated 05.07.18 and 11.10.18)

Site Notice (Departure from Development Plan - dated 11.10.18)

Consultation response from County Highway Authority (CHA) (SCC)

Consultation response from Network Rail

Consultation response from Environmental Health

Consultation response from Planning Policy (WBC)

Consultation response from Contaminated Land Officer

Consultation response from Senior Arboricultural Officer

Consultation response from County Archaeologist

Consultation response from Surrey Wildlife Trust

Consultation response from Drainage & Flood Risk Team (WBC)

Consultation response from Lead Local Flood Authority (LLFA) (SCC)

Consultation response from Environment Agency (EA)

Consultation response from Natural England

Consultation response from Civil Aviation Authority (CAA)

Consultation response from National Air Traffic Services (NATS)

Consultation response from Joint Waste Solutions

#### **RECOMMENDATION**

Subject to the prior resolution of the Council's Executive to give effect to the following measures:

- a) SAMM (TBH SPA) contribution of £124,241.
- b) Ensure that all residents of the student / co-living accommodation located on levels 04 - 16 (inclusive) have access to level 02 (communal), level 03 (communal) and level 17 (roof garden element only) in perpetuity.
- c) Student / co-living accommodation located on levels 04 - 16 (inclusive) to be offered on minimum tenancies of three months duration and maximum tenancies of twelve months duration.

the Development Manager (and, in their absence, the Development Team Leader or the Principal Planning Officer) be authorised to **Grant** planning permission subject to the following recommended conditions (and any minor amendments to those conditions):

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### Commencement date

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 / Documents

02. The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in this notice, other than where those details are altered pursuant to the requirements of the conditions of this planning permission:

#### **Proposed Drawings**

32004 PL-01-00 Rev 1, dated Oct' 18 (Application Boundary)

32004 BM-A-PL-01-XX Rev H (Site Plan)

32004 BM-A-PL-03-00 Rev J (Ground Floor Plan GA Floor Plans Level 00)

32004 BM-A-PL-03-M01 Rev K (Mezzanine - GA Floor Plans Level 00A)

32004 BM-A-PL-03-01 Rev K (First Floor Plan - GA Floor Plans Level 01)

32004 BM-A-PL-03-02 Rev K (Second Floor Plan - Communal GA Floor Plans Level 02)

32004 BM-A-PL-03-03 Rev I (Third Floor Plan - Communal GA Floor Plans Level 03)

32004 BM-A-PL-03-04 Rev L (Fourth & Fifth Floor Plan - Units GA Floor Plans Level 04 & 05)

32004 BM-A-PL-03-06 Rev K (Sixth to Sixteenth Floor Plan - Standard Units GA Floor Plans - Level 06-15)

32004 BM-A-PL-03-17 Rev J (Seventeenth Floor - Roof Garden GA Floor Plans Level 17)

32004 BM-A-PL-03-18 Rev I (Roof Plan)

32004 BM-A-PL-04-01 Rev H (Sections 1-2)

32004 BM-A-PL-04-02 Rev I (Sections 3-4)

32004 BM-A-PL-04-03 Rev I (Sections 5-6-7)

32004 BM-A-PL-05-01 Rev J (Elevations N-E)

32004 BM-A-PL-05-02 Rev J (Elevations S-W)

#### **Existing Drawings**

32004 PL-01-01 Rev 1, dated Oct' 18 (Existing Site Plan)

L 7788/2 (9/9a Poole Road, Woking, GU21 6DY - Topographical Survey)

L 7788/2 (9/9a Poole Road, Woking, GU21 6DY - Elevations)

#### **Documents**

Planning Statement by HTA Design LLP (Ref: THA-PRO), dated June 2018

Planning Statement Addendum by HTA Design LLP (Ref: THA-PRO), dated Oct 2018

Design and Access Statement by Broadway Malyan (Ref: 32004 DAS), dated 13th June 2018

Design & Access Statement - Addendum by Broadway Malyan (Ref: 32004 DAS), dated 5th October 2018

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BREEAM NC 2014 Pre-Assessment Estimate by SRE (Revision C, dated 31.05.2018)  
SRE SBEM Summary Report - Thameswey Energy Centre (V1RevA), dated 18.05.2018  
Sustainability and Energy Statement (LZC Feasibility Report) by SRE Limited, Revision 2, dated 05.10.2018  
Phase 1 Desk Study and Phase 2 Site Investigation Report by Albury S.I. Ltd (Ref: 16/10885/GO), dated February 2017  
Transport Statement by Motion (Ref: 1804053/twwoki), dated 04.10.2018  
Travel Plan Statement by Motion (Ref: 1804053/twwoki), dated 04.10.2018  
Environmental Noise Survey and Acoustic Design Statement Report by Hann Tucker Associates (Ref: 25330/ADS Rev 1), Revision 2 dated 15 October 2018  
Daylight and Sunlight Assessment by Hoare Lea, Revision 4 dated 31 October 2018  
Wind Comfort Desk Study by Elliott Wood (Ref: 2180010), Revision P4, dated 04.10.18  
Ecological Assessment by Richard Tofts Ecology, dated June 2018  
Mechanical Services Flue Height Calculation & Air Quality by Hulley & Kirkwood, Issue No.4, dated 4 October 2018  
Mechanical & Electrical Services Engineering Assessment & Plant by Hulley & Kirkwood, Issue No.4, dated 4 October 2018  
Fire Engineering Stage 2 Report by Hoare Lea (Ref: REP-1919238-5A-IH-240918 (Stage 2+), Revision 03, dated 25.09.2018

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

### Detailing

03. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until drawings at 1:10 scale (including sections) or at another scale first agreed in writing by the Local Planning Authority showing all external construction detailing have been submitted to and approved by the Local Planning Authority in writing, unless otherwise agreed in writing by the Local Planning Authority. The drawings shall include details of:
- a) the facade of the building including details of ground and first floor and typical bay details
  - b) thermal stores and flues
  - c) the main entrance including the canopy
  - d) terraces including balustrades
  - e) fencing and means of enclosure
  - f) roof and parapet including detailed design of plant
  - g) windows and doors including service entrances
  - h) photovoltaic panels
  - i) rainwater pipes in external elevations
  - j) facade cleaning apparatus

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.

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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).

### Sample materials

04. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until sample panels of all external materials have been erected on site for inspection by a Council Planning Officer and subsequently approved in writing by the Local Planning Authority, unless otherwise first agreed in writing by 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.

A final solar glare study, which shall contain details of any measures necessary to reduce the likelihood of solar glare of 9,000 Cd/m<sup>2</sup> or greater, as identified within the Solar Glare Study by Hoare Lea dated 29 October 2018, shall accompany the submission of the external material samples. Any measures necessary shall be implemented in accordance with the approved details and thereafter be permanently retained 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).

### Gas meter kiosk details

05. ++ Prior to the commencement of above ground works to construct the gas meter kiosk shown in plan form on the approved plans listed within condition 02 of this notice 1:100 scale floor plans and elevations (including details of the external material finishes(s)) of the gas meter kiosk shall be submitted to and approved in writing by the Local Planning Authority. The gas meter kiosk shall thereafter be constructed 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).

### Landscaping scheme

06. ++ Prior to the commencement of landscaping works on site, a Soft and Hard Landscaping Scheme shall be submitted to and approved in writing by the Local Planning Authority. Any tree or shrub planting included shall accord with BS3936:1992, BS4043:1989 and BS4428:1989 (or subsequent superseding equivalent).

The submitted Soft and Hard Landscaping Scheme shall include details of:

- a) The treatment of all parts of the site not covered by buildings including fences, walls and boundary features;

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- b) The quantity, size, species, position and the proposed time of planting of any trees and shrubs to be planted;
- c) All hard landscaping including all ground surfaces, seating, refuse disposal points, cycle parking facilities (external to the building envelope), bollards, vehicle crossovers/access points, any ramps or stairs plus wheel chair access together with finished ground levels and site wide topographical levels.

The approved Soft and Hard Landscaping Scheme shall be carried out in accordance with the approved details within six months of first occupation of the development and shall be permanently maintained thereafter unless otherwise first agreed in writing by the Local Planning Authority. Any retained or newly planted trees or shrubs 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), Policy DM2 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the NPPF (2018).

### Land use

07. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and 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 CHP Room 01, CHP Room 02 and CHP Room 03 (as shown on the approved plan 32004 BM-A-PL-03-00 Rev 1 (Ground Floor Plan GA Floor Plans Level 00)) shall be for the annotated purpose only and for no other purposes whatsoever unless falling within Class B1 (as defined within The Town and Country Planning (Use Classes) Order 1987 (as amended)) without express planning permission from the Local Planning Authority first being obtained.

Reason: To restrict the use of the premises to one which is compatible with the surrounding area in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

### Detailed floor plans of communal floors / roof garden

08. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until detailed floor plans (at 1:100 scale) of level 02 (communal), level 03 (communal) and level 17 (roof garden element only) have been submitted to and approved in writing by the Local Planning Authority. The submitted detailed floor plans shall show the communal facilities proposed on these floors for use of occupiers of the student / co-living accommodation located on levels 04 - 16 (inclusive). The approved communal facilities shall be made available prior to the first occupation of any of the student / co-living accommodation located on levels 04 - 16 (inclusive) and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning authority.



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Reason: To ensure a good level of amenity for occupiers of the student / co-living accommodation in accordance with Policy CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

### Highways / Transport

09. No part of the development hereby permitted shall be first occupied unless and until the proposed vehicular access to Poole Road has been constructed in accordance with the approved plans listed within condition 02 of this notice. Thereafter the vehicular access shall be kept permanently maintained.

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) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

10. The development hereby permitted shall not be first occupied unless and until existing accesses from the site to Poole Road have been 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) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

11. The development hereby permitted shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans listed within condition 02 of this notice for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the vehicle 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 cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

12. ++ No development shall commence (with the exception of demolition) until a Construction Transport Management Plan (CTMP), 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
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) delivery route / delivery timings and evidence of advance consultation by the applicant with the Police and Highway Authorities in relation to delivery of the thermal storage containers

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has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: Development must not commence before this condition has been discharged to avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity during the construction period in accordance with Policies DM18 and CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

13. ++ The development hereby permitted shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority for:

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

and thereafter the said approved facilities shall be permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should provide alternatives to the private car and promote sustainable forms of travel in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

### Student / Co-living Travel Plan

14. The approved Travel Plan (as listed within condition 02 of this notice) shall be implemented upon first occupation of the student / co-living element of the development hereby permitted. Thereafter the Travel Plan Coordinator shall maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority, including undertaking the monitoring and review measures contained in the approved Travel Plan and reporting back to Surrey County Council and the Local Planning Authority.

Reason: To promote sustainable forms of travel in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

### Noise / Vibration

15. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until details of measures to be undertaken to prevent noise and vibration (in particular from the energy centre at lower levels and the adjacent railway) from adversely affecting the student/co-living units have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to the first occupation of any of the student/co-living units hereby permitted and shall thereafter be permanently

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

Reason: To ensure that occupiers of the student / co-living units are not adversely affected by noise and vibration arising from the energy centre, communal floor uses and adjacent railway in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

16. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until details of the measures to be undertaken to acoustically insulate and ventilate the building for the containment of internally generated noise and vibration (in particular arising from the energy centre (CHP)) have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to the first occupation of the energy centre (CHP) and shall thereafter be permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that noise and vibration arising from the energy centre (CHP) use does not adversely affect the amenity of the surrounding area in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

17. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no fixed plant and/or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until full details, including acoustic specifications and measures to attenuate noise and vibration 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 unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that occupiers of the student / co-living units and the general amenity of the area are not adversely affected by noise and vibration arising from any fixed plant and equipment in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

18. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until a scheme for the installation of equipment to control emissions from the premises has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be fully implemented 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. 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. 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).

External lighting scheme

19. ++ No external lighting shall be installed 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).

Refuse / Recycling storage

20. ++ Prior to the first use of the relevant part of the development hereby permitted, the refuse/recycling storage areas as shown on the approved plans listed within condition 02 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 (2018).

Student / Co-living management plan

21. ++ Prior to the first occupation of any of the student / co-living accommodation hereby permitted, a student / co-living accommodation management plan shall be submitted to and approved in writing by the Local Planning Authority. The student / co-living accommodation management plan shall include, but not be limited to, the following details:
- a) detailed information on security and fire safety procedures;
  - b) move in and out arrangements, including days move in and out will take place, parking arrangements for move in and out days and measures for allocation of arrival times/slots and the presence of marshals to ensure that unloading/loading is carried out quickly;

- c) access and parking arrangements for student/co-living unit maintenance vehicles within the energy centre car park
- d) how all internal and external areas of the development will be maintained;
- e) how communal spaces and private rooms will be cleaned and how linen changing services etc. will operate;
- f) how deliveries for servicing the development and residents' deliveries will be managed;
- g) on-site staff and their responsibilities; and
- h) what community events will take place and how the surrounding community may be engaged.

The approved student / co-living accommodation management plan shall be implemented upon first occupation of any of the student / co-living accommodation hereby permitted and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the student / co-living accommodation is meeting the needs of occupiers and to ensure no adverse impact upon the local highway network in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012), Policy DM11 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

#### Wind microclimate

22. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until a scheme of wind mitigation, which shall ensure that both the level 17 roof garden and the level 02 terrace achieve the relevant standards set out in the Lawson Comfort Criteria, has been submitted to and approved in writing by the Local Planning Authority. The scheme of wind mitigation shall be implemented in accordance with the approved details and mitigation measures prior to the first occupation of any of the student / co-living accommodation. Thereafter the scheme of wind mitigation shall be permanently retained and maintained for the duration of the use of both the level 17 roof garden and the level 02 terrace.

Reason: To ensure a good standard of external amenity provision is provided to the student / co-living accommodation in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM11 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

#### Tree protection

23. Tree protective measures shall be carried out in strict accordance with the Arboricultural Impact Assessment (including Tree Survey, Tree Protection Plan and Preliminary Arboricultural Method Statement) by SJ Stephens Associates (Ref: 1168), dated 16th May 2018. A pre-commencement 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 construction works shall take place until the tree protective measures have been fully implemented. Any deviation from the works prescribed or methods will require prior written approval from the Local Planning Authority.

Reason: To ensure the retention and protection of trees adjacent to the 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).

24. ++ Notwithstanding the Arboricultural Impact Assessment (including Tree Survey, Tree Protection Plan and Preliminary Arboricultural Method Statement) by SJ Stephens Associates (Ref: 1168), dated 16th May 2018, no development shall commence until a detailed Arboricultural Method Statement, to include details of drainage, services, contractors facilities, construction programming and a cross section through the Ground Protection Area (showing existing and proposed levels) has been submitted to and approved in writing by the Local Planning Authority. Development works shall thereafter be implemented in strict accordance with the approved detailed Arboricultural Method Statement unless otherwise first agreed in writing by the Local Planning authority.

Reason: To ensure the retention and protection of trees adjacent to the 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).

#### Biodiversity enhancement

25. ++ Prior to the application/installation of any external facing materials to the development hereby permitted a scheme for the enhancement of biodiversity on the site (in accordance with the Ecological Assessment prepared by Richard Tofts Ecology, dated June 2018) shall be submitted to and approved in writing by the Local Planning Authority.

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 Policies CS21 and CS7 of the Woking Core Strategy (2012) and the provisions of the NPPF (2012).

#### SuDS

26. All development shall be constructed in accordance with the submitted and approved Drainage Strategy and SuDS Statement Revision: P3 (dated June 2018), Proposed Below Ground Drainage Drawing No 5000 revision P4 (dated 20/08/18) and MicroDrainage calculations (dated 18/05/2018) unless otherwise first agreed in writing by the Local Planning Authority.

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

27. ++ 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 scheme shall then be constructed in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first occupation of the development hereby approved. No alteration to the approved drainage scheme shall occur without prior written agreement of the Local Planning Authority.

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

28. The development hereby permitted shall not be first occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and permanently 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 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 that the risk of surface water flooding is not increased in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

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

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

Contamination

30. ++ Development shall not commence (with the exception of demolition) until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.  
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);
  - (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

Unless otherwise first 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), Policy DM8 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Permitted development rights

31. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order(s) revoking or re-enacting that Order(s) with or without modification(s)), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted without planning permission first being granted.

Reason: To ensure that the visual impact of any telecommunication equipment upon the surrounding area can be considered in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

No additional mezzanine floor

32. No additional floors, including mezzanine floors (other than as shown on the approved plans listed within condition 02 of this notice), shall be erected within the building 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) and the provisions of the NPPF (2018).



BREEAM

33. ++ Within four months of the completion of the development hereby permitted a final Certificate certifying that BREEAM rating "Very Good" has been achieved (or such equivalent national measure of sustainable building which replaces that scheme) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be permanently maintained in accordance with the approved details unless otherwise first 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 in accordance with Policies CS21 and CS22 of the Woking Core Strategy (2012), SPD Climate Change (2013) and the provisions of the NPPF (2018).

Energy centre delivery and service vehicle management plan

34. ++ Prior to the first occupation of the energy centre an energy centre delivery and service vehicle management plan shall be submitted to and approved in writing by the Local Planning Authority. The energy centre delivery and service vehicle management plan shall include, but not be limited to, the following details:

- a) Responsibility for management of delivery and service vehicles
- b) Measures to ensure that no conflict arises between servicing activities and car parking

The approved energy centre delivery and service vehicle management plan shall be implemented upon first occupation of any of the energy centre hereby permitted and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that delivery and service vehicle activities relating to the energy centre result in no adverse impact upon the local highway network in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012), Policy DM11 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

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 National Planning Policy Framework (NPPF) 2018.
02. The applicant's 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. The applicant is 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.

## 13 NOVEMBER 2018 PLANNING COMMITTEE

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 permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. Please see: [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs)
05. The developer is advised that as part of the detailed design of the highway works required by the above conditions, 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.
06. 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).
07. 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.
08. For the avoidance of doubt, the following definitions apply to the above condition 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.
- (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.

09. The applicant should review the comments of Network Rail, which are available to view on the Council's Public Access for Planning facility. Network Rail strongly recommends the developer contacts [AssetProtectionwessex@networkrail.co.uk](mailto:AssetProtectionwessex@networkrail.co.uk) prior to any works commencing on site, and also to agree an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can also be obtained from our website at [www.networkrail.co.uk/aspx/1538.aspx](http://www.networkrail.co.uk/aspx/1538.aspx)



**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)**



# Compton, Sutton Green Road, Sutton Green

PLAN/2018/0886

Erection of a four-bedroom chalet bungalow following demolition of an existing three-bedroom bungalow.







PLAN/2018/0886



Compton



Sutton Green

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Comments

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



## 13<sup>th</sup> NOVEMBER 2018 PLANNING COMMITTEE

6c	18/0886	Reg'd:	03.09.18	Expires:	29.10.18	Ward:	HE
Nei.	10.10.18	BVPI	13 - Minor	Number	10/8	On	No
Con.		Target		of Weeks		Target?	
Exp:				on Cttee'			
				Day:			

**LOCATION:** Compton, Sutton Green Road, Sutton Green, Guildford, Surrey, GU4 7QD

**PROPOSAL:** Erection of a four-bedroom chalet bungalow following demolition of an existing three-bedroom bungalow.

**TYPE:** Full

**APPLICANT:** Mr And Mrs Jenkins

**OFFICER:** Tanveer Rahman

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### **REASON FOR REFERRAL TO COMMITTEE**

The proposal involves the erection of a single dwelling and is recommended for permission. It therefore falls outside of the scheme of delegated powers.

### **RECOMMENDATION**

GRANT planning permission subject to conditions and legal agreement.

### **PLANNING STATUS**

- Green Belt
- Sutton Park Conservation Area
- Surface Water Flood Risk Area (covers part of the application site)
- Contamination Suspected
- Thames Basin Heaths SPA Zone B (400m-5km)

### **SITE DESCRIPTION**

The application site relates to the curtilage of Compton which is in the Green Belt and the Sutton Park Conservation Area. It contains a three-bedroom, pitched roof detached bungalow which is located at the northern end of the site. The house has an overall 15.1m width, 10.5m depth and approximately 4.5m main ridge height. Directly to the north west of the bungalow is a flat roof garage. Between the front of the house and the garage is a gravel driveway which is accessed from the north west corner of the site via Sutton Green Road. The property has a very large garden which wraps around its side elevations and its rear elevation. There are mature trees and vegetation along the site's boundaries with Sutton Green Road to the front, an access road to Wareham Farm to the side (north east), Foxes Path to the rear and Stella Maris to the side (south west).

### **PLANNING HISTORY**

- TREE/2017/8414: T1 and T2 Ash - Fell. T3 Conifer - Fell. (Works Within Sutton Park - Conservation Areas) - no objection 09.01.2018.
- PLAN/2016/0853: Proposed erection of a replacement dwelling following demolition of existing dwelling - permitted 20.10.2016.
- PLAN/2016/0396: Certificate of Proposed Lawful Development for a single storey rear extension and outbuilding - refused 02.06.2016.
- TREE/2008/8220: Crown lift to a height of 4m over driveway one Oak. (Works within the Sutton Park Conservation Area) NOTE : Permission is not required for the removal of dead wood - no objection 02.09.2008.
- 0026770: Proposed bungalow and detached garage - permitted 01.12.1970.

### **PROPOSED DEVELOPMENT**

*(Case Officer's note: the LPA raised concerns about the scheme as it was originally submitted due to the proposed volume and floor space being greater than the replacement dwelling approved as part of PLAN/2016/0853. This was considered to result in a disproportionately large replacement dwelling which would be inappropriate development in the Green Belt and by definition harmful to it.)*

*In response to these comments the agent made the following amendments to the scheme:*

- *The side (south west) wall of the accommodation in the roof space was moved inwards by 0.45m.*
- *The side (north east) wall of the accommodation in the roof space was moved inwards by 0.25m.*
- *The walls of the other two elevations were moved inwards by 0.15m.*

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

The application proposes to demolish the existing bungalow and erect a new four-bedroom, pitched roof bungalow with accommodation in its roof space. It would be T-shaped in plan which would be made up of a pitched roof element and another lower pitched roof element at right angles to each other. It would have an overall 17.309m width, 13.137m depth and approximately 7.00m main ridge height. A door, five windows and a high-level circular window are proposed in its front elevation. A chimney is also proposed on the front elevation. A door, a ground floor window, a high-level circular window and two roof lights are proposed its rear elevation. Ground floor glazing, a window and glazed sliding doors leading from accommodation in the roof space onto a terrace are proposed in its side (north east) elevation. Ground floor glazing and glazing serving accommodation in the roof space are proposed in its side (south west) elevation. According to the submitted application form the house is proposed to be clad in timber, brick, render, zinc roofing, aluminium window frames and timber/aluminium doors. The existing garage is proposed to be retained as part of the proposal.

**SUMMARY INFORMATION**

Site area	0.2915ha
Existing units	1 unit
Proposed units	1 unit
Existing site density	3.43 dwellings/hectare
Proposed site density	3.43 dwellings/hectare

**CONSULTATIONS**

**LPA Heritage & Conservation Consultant:** No objection.

**LPA Senior Aboricultural Officer:** No objection subject to condition

**LPA Drainage & Flood Risk Officer:** No objection subject to condition

**County Highway Authority (SCC):** No objection.

**Surrey Wildlife Trust:** No objection.

**NEIGHBOUR REPRESENTATIONS**

Two letters of support were received.

**RELEVANT PLANNING POLICIES**

*Planning (Listed Buildings and Conservation Areas) Act 1990:*

Section 72 - General duty as respects conservation areas in exercise of planning functions

*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  
Section 16 - Conserving and enhancing the historic 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  
CS9 - Flooding and water management  
CS10 - Housing provision and distribution  
CS11 - Housing mix  
CS12 - Affordable housing  
CS18 - Transport and accessibility  
CS20 - Heritage and Conservation  
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  
DM5 - Environmental Pollution  
DM8 - Land Contamination and Hazards  
DM10 - Development on Garden Land  
DM13 - Buildings Within and Adjoining the Green Belt  
DM20 - Heritage Assets and their settings

Supplementary Planning Documents

*The Heritage of Woking* (2000)  
*Woking Design SPD* (2015)  
*Outlook, Amenity, Privacy and Daylight* (2008)  
*Parking Standards* (2018)  
*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 impact on the Green Belt, character, trees, neighbours, quality of accommodation, flooding, contamination, car parking provision and highway safety, sustainability and the impact on the Thames Basin Heaths Special Protection Area having regard to the relevant policies of the Development Plan.

Impact on Green Belt

1. Paragraph 145 of the NPPF (2018) states that replacement buildings which are *"in the same use and not materially larger than the one it replaces"* are not inappropriate development in the Green Belt. Further to this the 'Reasoned justification' section for Policy DM13 of the Development Management DPD states that as *"a general rule a replacement building that is no more than 20-40% larger than the one it replaces will not be considered to be disproportionate, although this approach may not be appropriate for every site"*.
2. In order to assess whether the proposed dwelling would be considered materially larger than the existing dwelling which it proposes to replace the following table shows proposed uplift figures:

	Existing dwelling (approx)	Dwelling approved as part of PLAN/2016/0853 (approx)	Proposed dwelling (approx)
<b>Footprint</b>	127sqm	178sqm (40% uplift)	154sqm (21% uplift)
<b>Gross floor space</b>	127sqm	244sqm (92% uplift)	244sqm (92% uplift)
<b>Volume</b>	433m <sup>3</sup>	783m <sup>3</sup> (81% uplift)	762 m <sup>3</sup> (76% uplift)

3. The Development Management DPD had been adopted by the time that the decision for PLAN/2016/0853 was issued which makes this permission a material planning consideration in the determination of this current application.
4. The dwelling proposed as part of this current application would lead to a 92% uplift in gross floor space and 76% volume uplift over and above the existing. This exceeds the 20-40% recommended in the Development Management DPD. It is noted however that this uplift in floor space is the same as that approved as part of PLAN/2016/0853 while the uplift in volume would actually be lower. The proposed dwelling would be 0.709m wider than that approved as part PLAN/2016/0853 and its maximum ridge height 0.8m higher however it would be 5.113m less deep. Furthermore, PLAN/2016/0853 proposed to replace the existing garage with a garage of 11m width, 6.2m depth and 4.5m ridge. This is much larger than the existing garage that is being retained as part of this current application which has a 5.8m width, 5.2m depth and approximately 2.5m height. For these reasons it is considered that on balance the proposed dwelling would not be materially larger than the bungalow which it proposes to replace and is not therefore inappropriate development in the Green Belt.

Impact on character

5. Policy CS21 of the *Woking Core Strategy* (2012) states that new development should create *"buildings and places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land"*. Section 72 of the *Planning (Listed Buildings and Conservation Areas) Act 1990* states that in considering applications within Conservation Areas Local Planning Authorities shall pay *"special attention...to the desirability of preserving or enhancing the character or appearance of that area"*.
6. The street scene in which the proposed dwelling would be located is considered to be the stretch of Sutton Green Road to the east of the junction with New Lane. This street scene consists of two-storey dwellings and bungalows; some have hipped roofs and others have pitched roofs. External materials consist of red brick, white render, timber and clay roof tiles. These dwellings all have a traditional style but vary in character.
7. It is considered that the proposed dwelling would be traditional in its form and the cladding of its external walls however its zinc roof and some of its fenestration proportions would give it some contemporary elements. While this would make it more contemporary than other properties within the street scene and introduce a new roof cladding material it is considered that its scale, form and character would have an acceptable impact on the character of the street scene and would in fact be an improvement on the bungalow which it proposes to replace. Furthermore, it is noted that the proposed dwelling would not be readily visible from outside of the site due to the boundary vegetation which surrounds most of the site. It is therefore considered that the proposal would also enhance the setting of the Sutton Park Conservation Area.

Impact on trees

8. The submitted Arboricultural Report Ref:CC/1939 AR3670 states that five trees are proposed to be felled as part of the proposed development and identifies one

tree that will require tree protection measures during construction. The LPA's Senior Arboricultural Officer has raised no objection to this subject to condition 4 which requires the development to be carried out in accordance with these measures.

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 Rose Cottage to the east and Stella Maris to the south.
11. In order to prevent unacceptable overlooking issues Woking Council's SPD *Outlook, Amenity, Privacy and Daylight* (2008) recommends that first floor rear windows should be at least 10m from a side boundary. The nearest part of the terrace serving 'Bedroom 1' would be 13m at its closest point with Rose Cottage's north west boundary which exceeds this guideline. However given that this terrace would have a width of 1.4m it is considered that it would be big enough to congregate on and therefore create views towards Rose Cottage. Furthermore while it is noted that there is some screening in the form of trees and other vegetation along Compton's rear (south east) boundary it is noted that these could shed their leaves or die without being replaced. It is therefore considered that the proposed terrace would not create unacceptable overlooking issues towards Rose Cottage but only subject to a condition 5 which requires 1.7m high privacy screen on its rear (south east) elevation. The two proposed rear roof lights would be approximately 15m from the Rose Cottage's north west boundary. This exceeds guidelines in the SPD and it is therefore considered that they would not create unacceptable overlooking issues. The proposed rear circular window would also exceed guidelines in the SPD and in any case it is noted that it is a high-level window intended to serve the kitchen. It is therefore considered that it would not create unacceptable overlooking issues towards Rose Cottage either. The proposed terrace serving 'Bedroom 1' would be 25m at its closest point with Quaves Hatch to the front. It is considered that this distance would be great enough for it not to create unacceptable overlooking issues towards Quaves Hatch. The proposed terrace serving 'Bedroom 1' would be 23m at its closest point with Warehams Farm to the north. It is considered that this distance would be great enough for it not to create unacceptable overlooking issues but in any case it would be looking directly at fields rather than residential amenity space. 'Bedroom 2' and 'Bedroom 3' would be approximately 45m from the side (south west) boundary with Stella Maris. This far exceeds guidelines contained in the SPD and it is therefore considered that they would not create unacceptable overlooking issues towards Stella Maris either.
12. Given the proposed siting, scale, massing and design of the proposed dwelling it is considered that it would not unacceptably impact sunlight/daylight levels and would not appear unacceptably overbearing towards neighbouring properties.

Quality of accommodation and private amenity space

13. The proposed dwelling is considered to achieve an acceptable size and standard of accommodation with acceptable quality of outlook to habitable rooms.
14. *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 an area of private amenity space which would far exceed the footprint of the proposed dwelling.

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

Impact on flooding

16. According to the Council's records an area along the application site's front (north west) boundary is within areas of very high (1 in 30 year event), high (1 in 100 year event) and medium (1 in 1,000 year event) Surface Water Flood Risk.
17. The LPA's Drainage & Flood Risk Officer has assessed the application and raised no objection subject to condition 6 which requires surface water drainage details.
18. The proposal is therefore considered to have an acceptable impact on flooding subject to condition.

Impact on contamination

19. According to the Council's records the site may be contaminated. However the LPA's Contaminated Land Officer has raised no objection subject to condition 7 which requires an asbestos survey.
20. The proposal is therefore considered to have an acceptable impact on contamination subject to condition.

Impact on car parking provision & highway safety

21. Woking Council's SPD *Parking Standards* (2018) recommends that a dwelling with four bedrooms should have parking provision for at least three cars. It also goes on to state that where a garage contributes to this provision it should be at least 6m x 3m. The existing garage falls below this space standard however it is considered that there would still be space to park three cars on the property's front driveway.
22. Furthermore, the County Highway Authority (SCC) has assessed this application in terms of parking provision and highway safety and has raised no objection and has not recommended any conditions.
23. For these reasons it is considered that the proposal would have an acceptable impact on car parking provision and highway safety.

Sustainability

24. 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). Condition 8 has been recommended to secure this.

Local finance consideration

25. The proposal would lead to a gross internal area of 219.71sqm outside of the designated town centre. As the existing dwelling which is proposed to be demolished has a gross internal area of 147.06sqm a contribution to the Community Infrastructure Levy (CIL) will be liable on the 116.56sqm net additional floorspace. It will therefore be liable to a contribution to the Community Infrastructure Levy (CIL) of **£17,988.34** according to the current financial year's price index.

Impact on the Thames Basin Heaths Special Protection Area

26. 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 kilometres 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).
27. 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.
28. As the proposal would not result in a net uplift in the number of dwellings a SAMM contribution is not required.

**CONCLUSION**

Overall it is considered that the proposal would have an acceptable impact on the Green Belt, character, trees, neighbours, quality of accommodation, flooding, contamination, impact on car parking provision and highway safety, sustainability and the impact on the Thames Basin Heaths Special Protection Area. The proposal therefore accords with Section 72 of the *Planning (Listed Buildings and Conservation Areas) Act 1990*, Sections 5, 9, 11, 12, 13, 15 and 16 of the *National Planning Policy Framework* (2018), Policies CS1, CS6, CS7, CS8, CS9, CS10, CS11, CS12, CS18, CS20, CS21, CS22, CS24 and CS25 of the *Woking Core Strategy* (2012), Policies DM2, DM5, DM8, DM10, DM13 and DM20 of the *Development Management Policies DPD* (2016), *The Heritage of Woking* (2000), *Woking Design SPD* (2015), *Outlook, Amenity, Privacy and Daylight* (2008), *Parking Standards* (2018), *Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015*, *Climate Change* (2013) and *Affordable Housing Delivery* (2014).

**BACKGROUND PAPERS**

Site visit photographs (28.09.2018)

**PLANNING OBLIGATIONS**

None.

**RECOMMENDATION**

It is recommended that planning permission be GRANTED subject to 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 Drwg no.PL-01 (received by the LPA on 17.08.2018)
- 1:200 proposed block plan Drwg no.PL-03a (received by the LPA on 11.10.2018)
- 1:100 proposed plans and elevations Drwg no.PL-02f (received by the LPA on 11.10.2018)
- 1:50 proposed plans Drwg no.sk-08i (received by the LPA on 11.10.2018)

Reason:

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

3. ++ Prior to the commencement of the development hereby approved samples of the materials to be used in the external elevations shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To protect the visual amenities of the area in accordance with the principles set out in the NPPF and Policy CS21 of the *Woking Core Strategy* (2012).

4. Protective measures shall be carried out in strict accordance with the arboricultural Information provided by Challice Consulting Ltd Ref: CC/1939 AR3670 (received by the LPA on 09.10.2018) 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 *Woking Core Strategy* (2012).

5. Prior to the first occupation of any part of the development hereby permitted, a 1.7 metre high opaque screen above the finished floor level of the balcony shall be erected along the whole rear (south east) elevation of the proposed roof terrace serving 'Bedroom 1' in accordance with details which shall be first submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved details and the balcony screen shall thereafter be maintained to the height and position as approved.

Reason:

In the interest of the amenities and privacy of the occupiers of adjoining residential properties, and the occupiers of the properties the subject of this permission in accordance with Policy CS21 of the *Woking Core Strategy* (2012).

6. ++ No development shall commence until a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme 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 run-off from the existing 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 NPPF and Policies CS9 and CS16 of the *Woking Core Strategy* 2012.

7. ++ Prior to the commencement of development evidence that the building was built post 2000 or an intrusive pre-demolition asbestos survey in accordance with HSG264 shall be submitted to and approved in writing by the Local

Planning Authority. The survey shall be undertaken and a report produced by a suitably qualified person and shall include any recommendations deemed necessary. The development shall then be undertaken in accordance with the approved details. Upon completion of demolition works, the applicant shall provide in writing to the Local Planning Authority suitably detailed confirmation that demolition works were carried out with regard to the aforementioned pre-demolition asbestos survey and recommendations contained therein.

Reason:

To order to safeguard the environment, the surrounding areas and prospective occupiers of the site in accordance with Policies CS9 and CS21 of the Woking Core Strategy 2012, Policies DM5 and DM8 of the DM Policies DPD 2016 and the policies in the NPPF.

8. 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).

9. Above ground works 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).

10. 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 to E 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 and to preserve the openness of the Green Belt in accordance with Policies CS6 and CS21 of the *Woking Core Strategy* (2012) and Policy DM13 of the *Development Management Policies DPD* (2016).

11. Above ground works shall not commence until full details and samples of the materials to be used for the hard landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, means of enclosure, car parking layouts, hard surfacing materials, minor structures, proposed and existing functional services above and below ground and existing features to be retained. The works shall be carried out in accordance with the approved details and completed before the first occupation of the development.

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).

### **Informatives**

01. 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.

02. 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.

03. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.
04. 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](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).

05. 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.

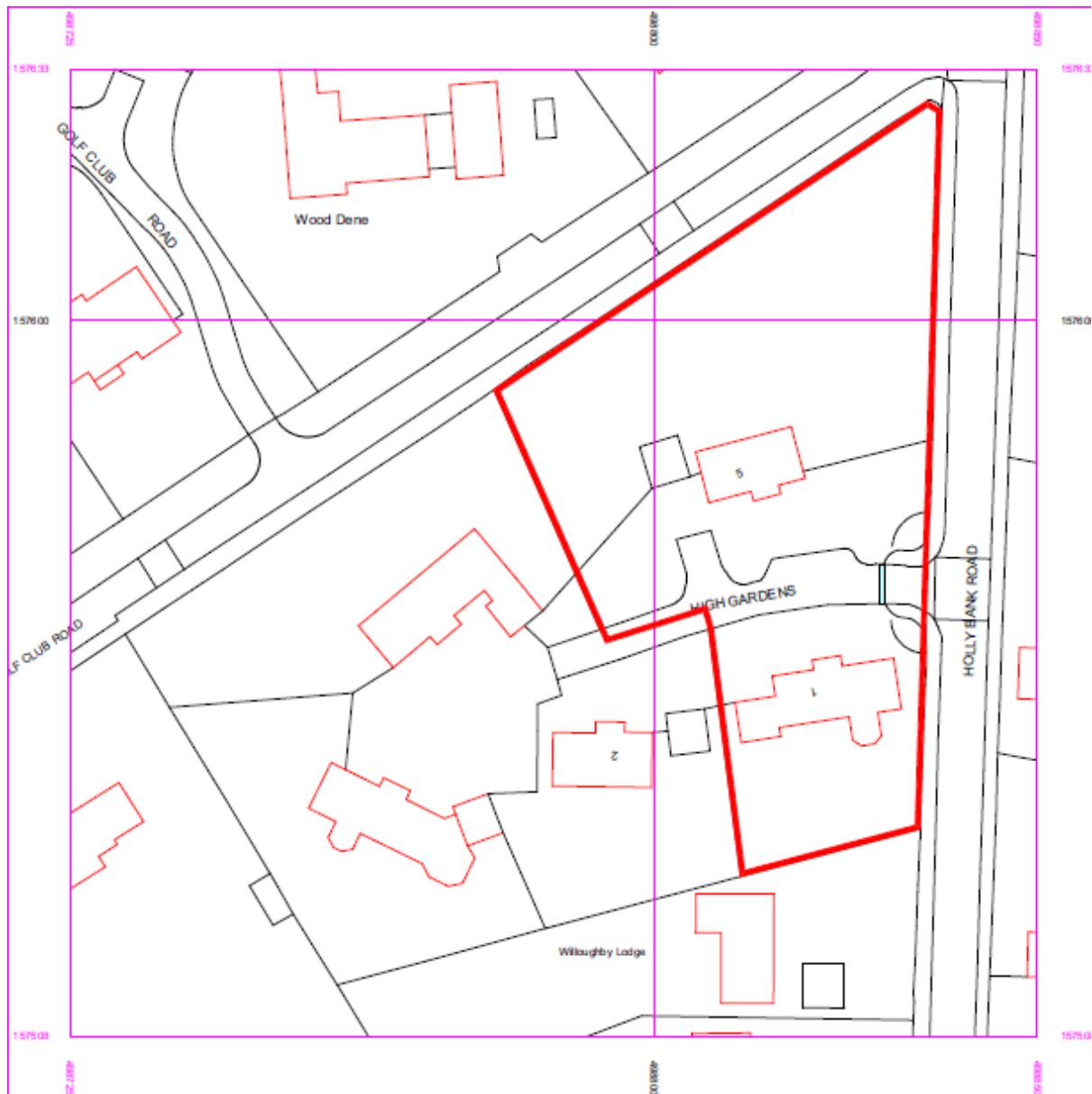




# High Gardens, Hook Heath

PLAN/2018/0959

Erection of a metal gate and brick walling/pillars at the entrance to a private cul-de-sac.

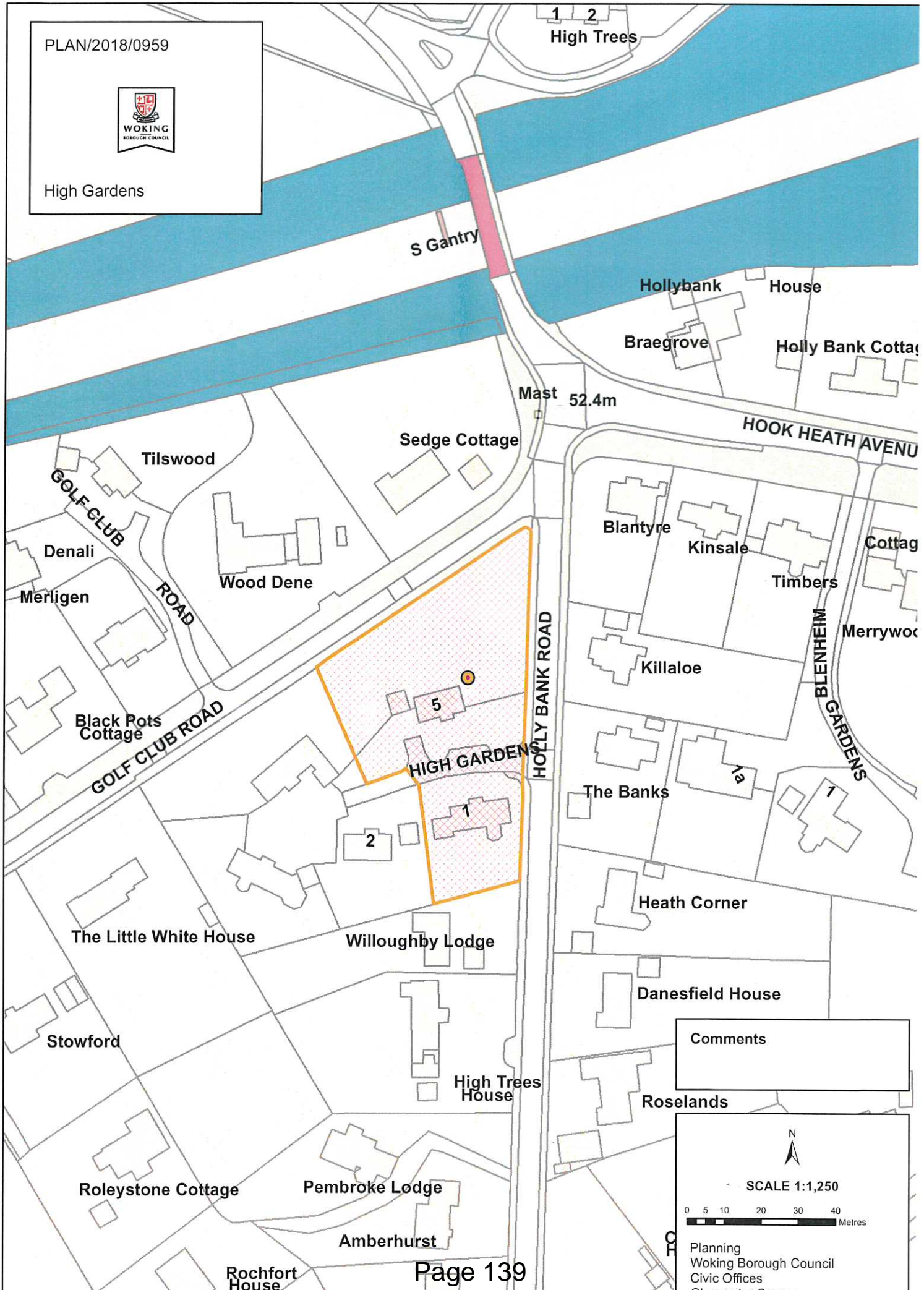




PLAN/2018/0959



High Gardens



Comments



SCALE 1:1,250

0 5 10 20 30 40 Metres

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



## 13<sup>th</sup> NOVEMBER 2018 PLANNING COMMITTEE

6d	18/0959	Reg'd:	05.09.18	Expires:	31.10.18	Ward:	HE
Nei.	15.10.18	BVPI	18-Minor	Number	9/8	On	No
Con.		Target	Other	of Weeks		Target?	
Exp:				on Cttee'			
				Day:			

**LOCATION:** High Gardens, Hook Heath, Woking, Surrey, GU22 0JN

**PROPOSAL:** Erection of a metal gate and brick walling/pillars at the entrance to a private cul-de-sac.

**TYPE:** Full

**APPLICANT:** Mr Jon Yendall

**OFFICER:** Tanveer  
Rahman

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### **REASON FOR REFERRAL TO COMMITTEE**

The proposal involves the erection of gates which would be on land outside of residential curtilage and is recommended for permission. It therefore falls outside of the scheme of delegated powers.

### **RECOMMENDATION**

GRANT planning permission subject to conditions.

### **PLANNING STATUS**

- Urban Area
- Hook Heath Neighbourhood Plan Area
- Tree Preservation Order
- Thames Basin Heaths SPA Zone B (400m-5km)

### **SITE DESCRIPTION**

High Gardens is a residential cul-de-sac containing five detached properties. It is located at the corner of Holly Bank Road and Golf Club Road and is accessed from the east via Holly Bank Road. The street is in Hook Heath Neighbourhood Plan Area and is covered by an area TPO.

The application site (delineated by the red outline on the submitted location and block plans) relates to the curtilages of 1 and 5 High Gardens as well as an area of road between them. These two properties are located at the eastern side of High Gardens.

### **PLANNING HISTORY**

#### **5 High Gardens**

- PLAN/2009/0730: Erection of a single-storey side extension, single storey front extension and erection of new porch - permitted 27.10.2009.

## 13<sup>th</sup> NOVEMBER 2018 PLANNING COMMITTEE

- PLAN/2009/0389: Proposed two storey side extension with accommodation in roof space, single storey front extension and erection of new porch - refused 21.07.2009.
- TREE/2008/8088: Reduce back branches on house side for one Indian Bean. (Works subject to TPO 626/076) - permitted 21.04.2008.
- TREE/2002/8152: Crown lift to 6.5m and thin by 15% one Copper Beech. Works subject to Tree Preservation Order 626/076 - permitted 20.06.2002.
- TREE/1999/8258: Fell one Prunus tree in rear garden subject to Tree Preservation Order No 626/076 - permitted 07.10.1999.

### High Gardens

- PLAN/1991/0249: Details pursuant to condition 4 (landscaping) of planning permission 89/0433 (demolition of existing dwelling & erection of 5 detached 5 bedroom houses with garages and new access onto Hollybank Road) - permitted 25.04.1991.
- 89/0433: Demolition of High Gardens and erection of five detached five bedroom houses with double garages and provision of a new access road from Hollybank Road - no further action 03.10.1989 - appeal allowed 16.01.1990.

### **PROPOSED DEVELOPMENT**

The application proposes to extend an existing section of curved wall that runs along the eastern section of 5 High Gardens in a northwards direction, to extend an existing section of curved wall that runs along the eastern section of 1 High Gardens in a southwards direction and to insert gates between them that would span the road between the two walls.

Each of the proposed wall extensions would be 2.35m wide and 1.7m high. They are also proposed to have piers with circular cappings to match the existing walls next to them. The height of these pier and capping elements would be 2.2m. The gates are proposed to have an overall width of 4.9m and a height ranging from 1.7m - 2.35m.

According to the submitted application form the walls would be constructed of two different facing brick types to match the existing walls and the gate is proposed to be constructed of galvanized steel with a black finish.

### **CONSULTATIONS**

**Hook Heath Neighbourhood Forum:** No response received.

**LPA Senior Arboricultural Officer:** The Officer requested that arboricultural information was requested via condition. The agent was notified of this and decided to submit the information during the application stage. The Officer reviewed this information and considered it acceptable subject to condition.

**County Highway Authority (SCC):** No objection.

### **NEIGHBOUR REPRESENTATIONS**

Two letters of support were received.

### **RELEVANT PLANNING POLICIES**

#### National Planning Policy Framework (2018):

Section 9 - Promoting sustainable transport  
Section 12 - Achieving well-designed places  
Section 15 - Conserving and enhancing the natural environment

#### Woking Core Strategy (2012):

CS18 - Transport and accessibility  
CS21 - Design  
CS24 - Woking's Landscape and Townscape

#### Development Management Policies DPD (2016):

DM2 - Trees and landscaping

#### Hook Heath Neighbourhood Plan 2015-2027 (2015):

BE1 - Design of New Developments  
BE2 - Off-road Parking  
OS5 - Trees

#### 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 and car parking provision and highway safety having regard to the relevant policies of the Development Plan.

#### Impact on character

1. Policy CS21 of the *Woking Core Strategy (2012)* states that new development should create “*places that are attractive with their own distinct identity; they should respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land*”. Policy BE1 of the *Hook Heath Neighbourhood Plan 2015-2027 (2015)* states that development should “*ensure that the specific context of the site and the wider character of the street scene are fully taken into account in relation to scale, appearance and materials*”. *Woking Design SPD (2015)* states that “*Boundary treatment should be in keeping with adjacent properties and appropriate to the immediate streetscape condition*”.

2. The northern section of Holly Bank Road has a verdant and open character. A large contributing factor to the open nature are the front boundary treatments of properties in this section of the street. These boundary treatments consist predominantly of low-level close-board timber fencing low-level brick walling, low level metal gates and hedging (which does not constitute development).
3. While the proposed brick walling would be higher than the majority of the other front boundary treatments in the northern section of Holly Bank Road it is noted that they would not be any higher than the existing walls onto which they are proposed to be attached to. The proposed gates would be higher and wider than other front boundary gates in the northern section of Holly Bank Road. It is noted however that the gates are proposed to serve the access to the cul-de sac which is the only one of its kind in the northern section of Holly Bank Road and is therefore already differentiated from other frontages. Permitting this application would not therefore make it difficult to resist similarly sized proposals at other properties in the northern section of Holly Bank Road. Furthermore, it is noted that the highest point of the gates would only be 0.15m higher than the top of the existing circular cappings of the curved eastern boundary walls at 1 and 5 High Gardens.
4. For these reasons it is considered that on balance the proposed development would have an acceptable impact on the character of Holly Bank Road and High Gardens's street scene.

Impact on neighbours

5. Given the proposed siting, scale, massing and design of the proposed development it is considered that it would not create unacceptable overlooking issues, it would not unacceptably impact sunlight/daylight levels and it would not appear unacceptably overbearing towards neighbouring properties.

Impact on trees

6. The submitted Arboricultural Impact Assessment (received by the LPA on 24.10.2018) states that no trees are proposed to be removed as part of the proposed development. It also states that protective fencing will be erected on the southern side of 1 High Gardens to protect a row of Conifers during construction and that the proposed wall extension at no.1 will use a hand dug method of construction below the tarmac course. The LPA's Senior Arboricultural Officer has raised no objection to the proposed protective measures contained in the report subject to condition 4 which requires this information to be adhered to and for a pre-commencement meeting to take place
7. The proposal development is therefore considered to have an acceptable impact on trees subject to condition.

Impact on car parking provision & highway safety

8. The County Highway Authority (SCC) has assessed this application in terms of parking provision and highway safety and has raised no objection and has not recommended any conditions.
9. For these reasons it is considered that the proposal would have an acceptable impact on car parking provision and highway safety.



Local finance consideration

10. The proposal would lead to an increase in floor space and is not therefore liable for financial a contribution to the Community Infrastructure Levy (CIL).

**CONCLUSION**

Overall it is considered that the proposal would have an acceptable impact on character, trees, neighbours and car parking provision and highway safety. The proposal Sections 9, 12 and 15 of the *National Planning Policy Framework* (2018), Policies CS18, CS21 and CS24 of the *Woking Core Strategy* (2012), Policy DM2 of the *Development Management Policies DPD* (2016), Policies BE1, BE2 and OS5 of the *Hook Heath Neighbourhood Plan 2015-2027* (2015), *Woking Design SPD* (2015), *Outlook, Amenity, Privacy and Daylight* (2008) and *Parking Standards*.

**BACKGROUND PAPERS**

Site visit photographs (28.09.2018)

**PLANNING OBLIGATIONS**

None.

**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, 1:500 block plan, 1:100 proposed plan and 1:50 elevations Drwg no.JL 02 15 HG/A (received by the LPA on 17.09.2018)

Reason:

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

3. The external finishes of the development hereby permitted shall be those stated on the submitted application form.

Reason:

To protect the visual amenities of the area in accordance with the principles set out in the NPPF and Policy CS21 of the *Woking Core Strategy* (2012).

4. Protective measures shall be carried out in strict accordance with the arboricultural Information provided by Mike Savage & Associates (received by the LPA on 24.10.2018). Furthermore, a pre-commencement meeting with the LPA's Senior Arboricultural Officer shall be arranged. 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 *Woking Core Strategy* (2012).

**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, 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

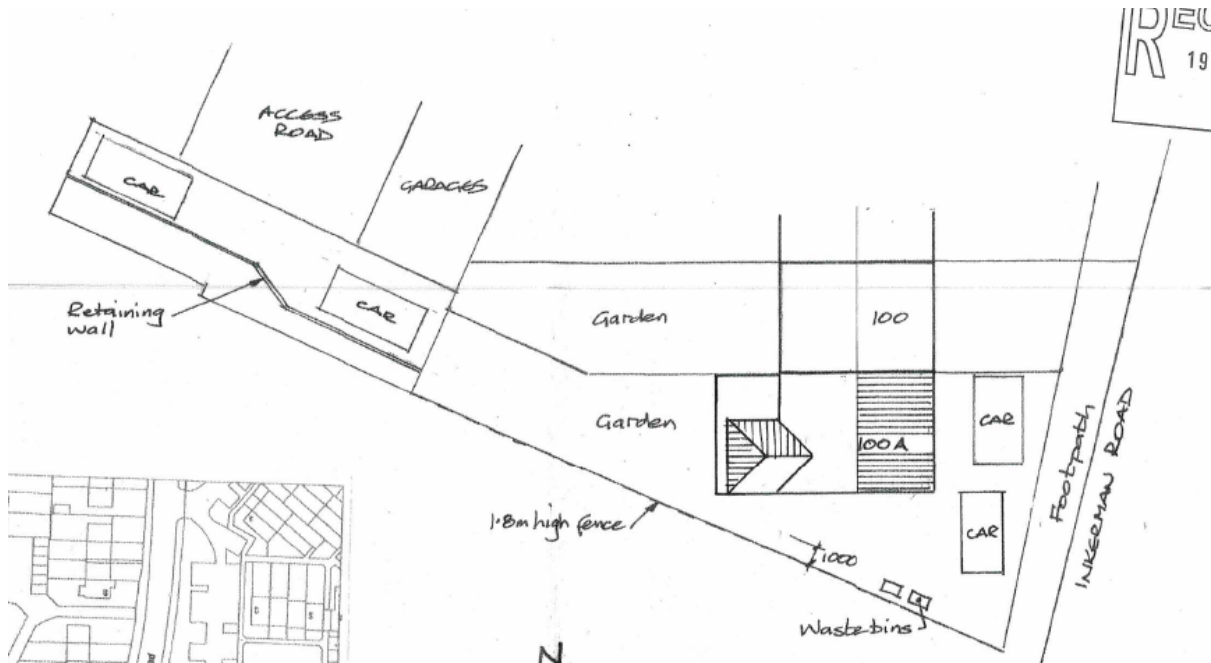
0800 - 1300 Saturday

and not at all on Sundays and Bank/Public Holidays.

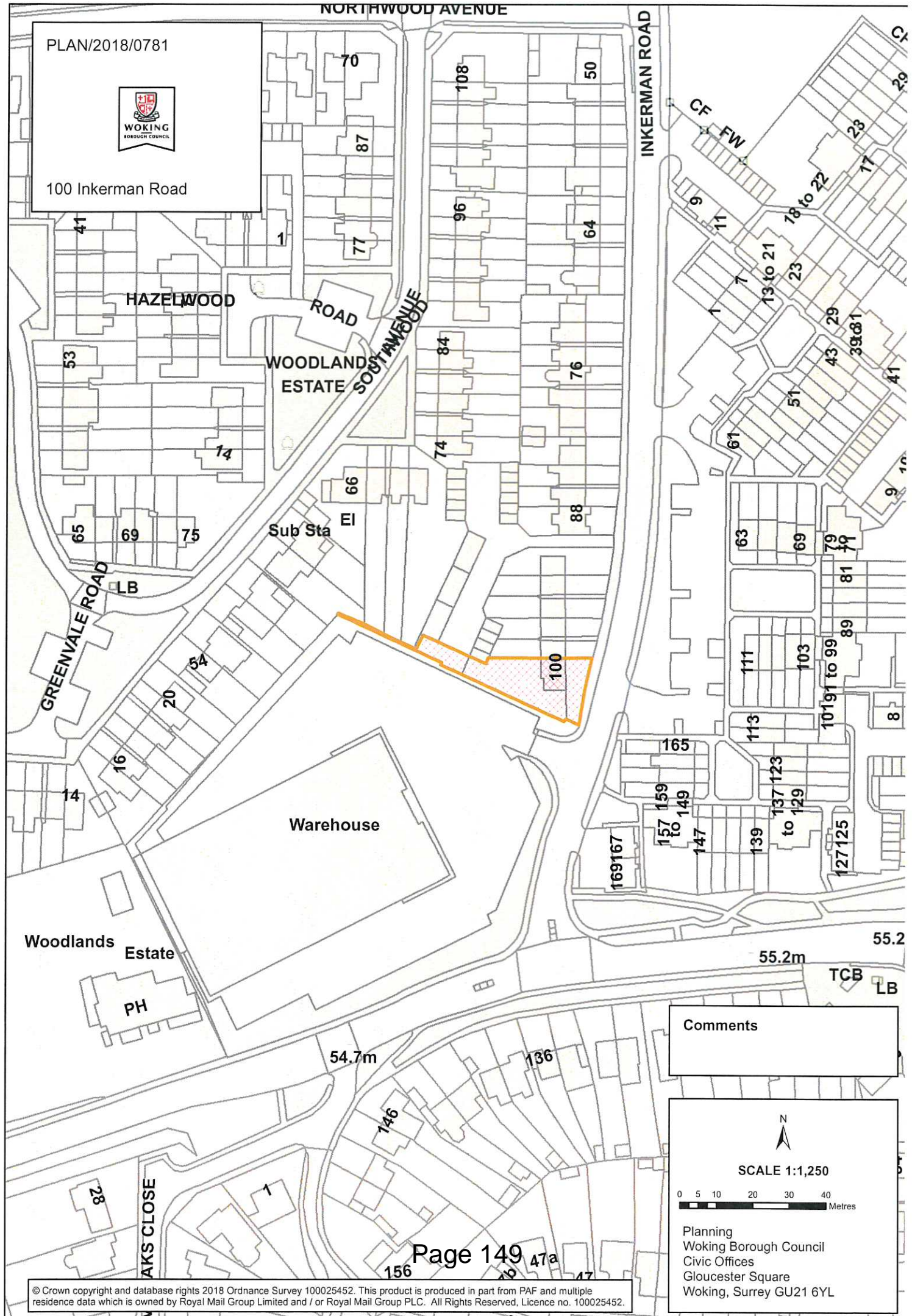
# 100 Inkerman Road, Knaphill

PLAN/2018/0781

Erection of a four-bedroom end of terrace dwelling following demolition of an existing attached garage.







Comments



SCALE 1:1,250



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



## 13<sup>th</sup> NOVEMBER 2018 PLANNING COMMITTEE

6e	18/0781	Reg'd:	19.07.18	Expires:	13.09.18	Ward:	SJS
Nei.	17.08.18	BVPI	13 - Minor	Number	16/8	On	No
Con.		Target		of Weeks		Target?	
Exp:				on Cttee'			
				Day:			

**LOCATION:** 100 Inkerman Road, Knaphill, Woking, Surrey, GU21 2AQ

**PROPOSAL:** Erection of a four-bedroom end of terrace dwelling following demolition of an existing attached garage.

**TYPE:** Full

**APPLICANT:** Mrs Faaria Sahi

**OFFICER:** Tanveer  
Rahman

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### **REASON FOR REFERRAL TO COMMITTEE**

The proposal involves the erection of a single dwelling and is recommended for permission which falls outside of the scheme of delegated powers. Furthermore, the applicant is related to a local Councillor which means the application has to be determined at Planning Committee in any case.

### **RECOMMENDATION**

GRANT planning permission subject to conditions and legal agreement.

### **PLANNING STATUS**

- Urban Area
- Tree Preservation Order
- Contamination Suspected
- Thames Basin Heaths SPA Zone B (400m-5km)

### **SITE DESCRIPTION**

The application site relates to the curtilage of 100 Inkerman Road. It contains a two-storey, pitched roof, end of terrace dwelling with a flat roof garage attached to its side elevation. The house is set back and down from Inkerman Road by front garden areas and a driveway. Its main garden wraps around its rear elevation and side elevation and part of this main garden slopes up to the side (south) boundary. This main garden area is bounded by 98 Inkerman Road's garden to the north, a garage block/access road to the north, 62 Southwood Avenue to the west and a Wickes store to the south. There are a number of trees within the application site.

### **PLANNING HISTORY**

- PLAN/2018/0135: Erection of a three bed end of terrace dwelling - withdrawn 18.06.2018.

## 13<sup>th</sup> NOVEMBER 2018 PLANNING COMMITTEE

- PLAN/2011/0179: Erection of a 2 storey 3 bedroom dwelling adjoining 100 Inkerman Road following demolition of existing garage, with associated alterations to parking layout for 100 Inkerman Road - permitted 01.06.2011.
- PLAN/2005/0202: Erection of 3 bedroom end of terrace dwelling with associated parking - withdrawn 11.04.2005.
- PLAN/2004/1311: Erection of a 3 bedroom end of terrace dwelling - withdrawn 16.12.2004.
- TREE/2004/8328: Fell one Beech (Works subject to TPO 626/028) - permitted 06.12.2004.
- 0031164: EXTENSION TO DWELLING - permitted 01.04.1973.

### **PROPOSED DEVELOPMENT**

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

- *The design of the front elevation would be out of keeping with the character of the row of terraces onto which the proposed dwelling would be attached to.*
- *The location and depth of the proposed two-storey hipped roof rear element would appear unacceptably overbearing towards one of the proposed bedrooms.*

*In response to these comments the agent made the following amendments to the scheme:*

- *A rendered element was added to the proposed front elevation.*
- *The proposed two-storey hipped roof rear element was moved 0.35m away from the nearest proposed bedroom window and its depth was reduced by 0.4m.*

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

The application proposes to demolish 100 Inkerman Road's attached garage and erect a new four-bedroom dwelling on the end of its side elevation. The proposed dwelling would effectively be a two-storey pitched roof extrusion projecting off the side of no.100. The proposed dwelling would also have a part two-storey/part single-storey element attached to its rear. It would have an overall 5.7m width, 10.3m depth and 7.2m main ridge height. A door, a ground floor window and two first floor windows are proposed in its front elevation. Two ground floor windows and a first floor window are proposed in its side elevation. A set of double doors, a ground floor window and two first floor windows are proposed in its rear elevation. The proposed dwelling would have a rear garden. Parking is proposed to the front of the proposed house. Further parking is proposed to the rear of the proposed dwelling's rear garden in the western corner of the site.

### **SUMMARY INFORMATION**

Site area	0.032ha
Existing units	1 unit
Proposed units	2 units
Existing site density	31.25 dwellings/hectare



Proposed site density 62.5 dwellings/hectare

### **CONSULTATIONS**

**County Highway Authority (SCC):** No objection.

**LPA Senior Arboricultural Officer:** Requested arboricultural information to be submitted at application stage. This was submitted and the Officer deemed it acceptable subject to a condition requiring development to be carried out in accordance with the submitted information.

**LPA Contaminated Land Officer:** No objection subject to two recommended conditions.

### **NEIGHBOUR REPRESENTATIONS**

No representations were 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 15 - Conserving and enhancing the natural environment

#### Woking Core Strategy (2012):

CS1 - A Spatial Strategy for Woking  
CS7 - Biodiversity and nature conservation  
CS8 - Thames Basin Heaths Special Protection Area  
CS10 - Housing provision and distribution  
CS11 - Housing mix  
CS12 - Affordable housing  
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

#### Supplementary Planning Documents

*Woking Design SPD (2015)*  
*Outlook, Amenity, Privacy and Daylight (2008)*  
*Parking Standards (2018)*  
*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 character, impact on trees, impact on neighbours, quality of accommodation, impact on contamination, 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 bus and 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 set out in this report.

### **Impact on character**

2. The proposed development would result in one additional dwelling on garden land within the curtilage of 100 Inkerman Road. Policy DM10 of the Development Management Policies DPD states that the principle of housing development on garden land is not unacceptable but only subject to four criteria:

*“(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.”*

3. Criteria (i) and (ii) relate to character. It is noted that the proposed dwelling would have a width of 5.7m which would be 0.5m wider than the remaining width of 100 Inkerman Road and it would also be wider than other properties within the row of terraces onto which it would be attached to. It is noted however that the implemented planning permission PLAN/2015/1158 at nearby 50 Inkerman Road created an additional dwelling with a width of 6.3m which is also wider than the other properties within the row of terraces onto which it was attached. It is considered that the overall scale, form, fenestration and materiality of the main element of the proposed dwelling would relate to the character of the row of terraces onto which it would be attached to. It is considered that the proposed part two-storey/part single-storey rear element would have the appearance of an

extension that would appear subservient and in keeping with the character of the main house.

4. It is also considered that the proposed dwelling would have and also leave 100 Inkerman Road with garden areas and layouts in keeping the character and urban grain of Inkerman Road.
5. 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 proposed development is therefore considered to have an acceptable impact on the character of Inkerman Road and the wider areas subject to condition 3 which requires external materials details.

Impact on trees

7. The submitted Arboricultural Report Ref:D2573.TS.AIA.AMS states that no trees are proposed to be removed as part of the proposed development and identifies two trees close to the site which will require tree protection measures during construction. The LPA's Senior Arboricultural Officer has raised no objection to the proposed protective measures contained in the report subject to condition 9 which requires the measures to be adhered to.
8. The proposal is therefore considered to have an acceptable impact on trees subject to condition.

Impact on neighbours

9. The neighbours potentially most affected by the proposal are 100 Inkerman Road and properties on Southwood Avenue to the rear of the site.
10. The proposed first floor rear windows would be well over 30m from the rear (west) boundary of the application site. It is therefore considered that they would not create unacceptable overlooking issues towards the rear gardens or windows of properties on Southwood Avenue to the rear of the site. As the proposed first floor window in the side (south) elevation would face towards Wickes's carpark it is considered that it would not create unacceptable overlooking issues and that it would not therefore be necessary or reasonable to require that it be obscurely glazed and non-opening below a height of 1.7m from the floor level of the bathroom it is intended to serve.
11. The Council's SPD *Outlook, Amenity, Privacy and Daylight* (2008) contains '45° test' to determine whether a development would have an acceptable impact on the sunlight/daylight levels received by a neighbouring window. A development has to breach a neighbouring window in plan and then elevation to fail the test. The proposed part two-storey/part single-storey element would breach the southernmost ground floor window in the rear elevation of 100 Inkerman Road in plan but not in elevation. It is therefore considered that the proposal would not have an unacceptable impact on the sunlight/daylight levels received by no.100.
12. The proposed single-storey rear element would have a 3.0m depth, 2.65m height and would be 0.1m from the side boundary with no.100. The proposed two-storey rear element would have a 2.6m depth, 4.8m eaves height and would be

2.15m from the side boundary with no.100. On balance, it is considered that the combination of these factors would not make the proposed dwelling appear unacceptably overbearing towards no.100.

Quality of accommodation and private amenity space

13. The proposed dwelling is considered to achieve an acceptable size and standard of accommodation.
14. The proposed two-storey hipped roof rear element would be 0.6m from the proposed dwelling's northernmost rear bedroom and would project 2.6m past it to the rear. On balance, it is considered that the combination of these factors would not make the proposal appear unacceptably overbearing towards it. It is therefore considered that the proposed dwelling would also have an acceptable quality of outlook to habitable rooms.
15. *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 58.9sqm and a rear garden area of 68sqm. It would therefore have a level of private amenity space in line with guidelines in the SPD. The existing dwelling (100 Inkerman Road) would be left with a footprint of 38.2sqm and a rear garden area of 70.7sqm. It would therefore also be left with a level of private amenity space in line with guidelines in the SPD.
16. The proposed development is therefore considered to be acceptable in terms of quality of accommodation and private amenity space subject to conditions 5, 10 and 11 which require boundary, hard landscaping and soft landscaping details.

Impact on contamination

17. According to the Council's records the site may be contaminated. However the LPA's Contaminated Land Officer has raised no objection subject to conditions 7 and 8.
18. The proposal is therefore considered to have an acceptable impact on contamination subject to conditions.

Impact on car parking provision & highway safety

19. *Parking Standards* (2018) recommends that a dwelling with four bedrooms should have parking provision for at least three cars. The proposed dwelling would have space to park two cars on its front driveway and space to park a further two cars at the rear of the site (which are accessed via an unadopted access road which stems off Inkerman Road). It would therefore exceed this minimum guideline.
20. The SPD recommends that a dwelling with three bedrooms should have parking provision for at least two cars. It also goes on to state that where a garage contributes to this provision it should be at least 6m x 3m. 100 Inkerman Road has three bedrooms but its garage falls below the minimum size recommended in the SPD. However it is considered that it still has space to park two cars on its front driveway. The proposed dwelling would result in the loss of no.100's parking provision which would lead to the displacement of two cars onto the highway. It is noted however that there is some unrestricted and undesignated

parking on street parking on Inkerman Road. Furthermore, the County Highway Authority (SCC) has raised no objection and has not recommended any conditions.

21. For these reasons it is considered that the proposed development would have an acceptable impact on car parking provision and highway safety.

#### Sustainability

22. 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). Condition 4 has been recommended to secure this.

#### Affordable Housing

23. Policy CS12 of the *Woking Core Strategy* (2012) states that all new residential development will be expected to contribute towards the provision of affordable housing and that, on sites providing fewer than five new dwellings, the Council will require a financial contribution equivalent to the cost to the developer of providing 10% of the number of dwellings to be affordable on site.
24. However, Paragraph 63 of the NPPF (2018) sets out that the provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer).
25. Whilst it is considered that weight should still be afforded to Policy CS12 of the *Woking Core Strategy* (2012) it is considered that more significant weight should be afforded to the policies within the NPPF (2018). The proposal is not major development and therefore no affordable housing contribution is sought.

#### Local finance consideration

26. The proposal would lead to a gross internal area of 92sqm outside of the designated town centre. As the existing garage which is proposed to be demolished has a gross internal area of 18sqm a contribution to the Community Infrastructure Levy (CIL) will be liable on the 74qm net additional floorspace. It will therefore be liable to a contribution to the Community Infrastructure Levy (CIL) of **£11,420.19** 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 four-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 character, trees, neighbours, quality of accommodation and amenity space, contamination, 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 and 15 of the *National Planning Policy Framework* (2018), policies CS1, CS6, CS7, CS8, CS10, CS11, CS12, CS18, CS21, CS22, CS24 and CS25 of the *Woking Core Strategy* (2012), policies DM2, DM8, DM10 of the *Development Management Policies DPD* (2016), *Woking Design SPD* (2015), *Outlook, Amenity, Privacy and Daylight* (2008), *Parking Standards* (2018), *Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015*, *Climate Change* (2013) and *Affordable Housing Delivery* (2014).

### **BACKGROUND PAPERS**

Site visit photographs (03.04.2018)

### **PLANNING OBLIGATIONS**

	<b>Obligation</b>	<b>Reason for Agreeing Obligation</b>
<b>1.</b>	Provision of <b>£1,041</b> 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 1:200 proposed block plan Drwg no.2018/M/05B (received by the LPA on 19.09.2018)
- 1:50 proposed ground floor plan Drwg no.2018/MS/02 (received by the LPA on 18.07.2018)
- 1:50 proposed ground floor plan Drwg no.2018/MS/03A (received by the LPA on 19.09.2018)
- 1:100 proposed elevations Drwg no.2018/MS/04A (received by the LPA on 19.09.2018)

Reason:

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

3. ++ Prior to the commencement of the development hereby approved samples of the materials to be used in the external elevations shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

To protect the visual amenities of the area in accordance with the principles set out in the NPPF and Policy CS21 of the *Woking Core Strategy* (2012).

4. 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).

5. ++ The development hereby permitted 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).

6. 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 to E 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).

7. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise 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 strategy should detail how the contamination shall be managed. The remediation strategy shall be implemented in accordance with such details as may be approved and a remediation validation report shall be required to be submitted to Local Planning Authority to demonstrate the agreed 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 NPPF which requires 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.

8. The development hereby approved shall not commence until a pre-demolition asbestos survey has been carried out and a report of the findings of the survey and any recommendations has been submitted to and approved in writing by the Local Planning Authority. The development shall then be undertaken in accordance with the approved details.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development 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) and the policies in the NPPF.

9. Protective measures shall be carried out in strict accordance with the arboricultural Information provided by Dryad Ref: D2573.TS.AIA.AMS (received



by the LPA on 01.10.2018) 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 *Woking Core Strategy* (2012).

10. ++ Prior to the commencement of the development hereby approved, details of a planting scheme along the south side boundary of the site shall be submitted to and approved in writing by the Local Planning Authority; such a scheme should include the planting of trees, hedges, shrubs and herbaceous plants. The landscaping shall be carried out in the first planting season (November - March) after completion of the development unless otherwise agreed in writing by the Local Planning Authority and shall be maintained for a period of 5 years. Any trees or other plants which die during this period 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 to preserve and enhance the character and appearance of the locality in accordance with Policies CS21 and CS24 of the *Woking Core Strategy* (2012).

11. ++ The development hereby permitted shall not commence until full details and samples of the materials to be used for the 'hard' landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, means of enclosure, car parking layouts, hard surfacing materials, minor structures, proposed and existing functional services above and below ground and existing features to be retained. The works shall be carried out in accordance with the approved details and completed before the first occupation of the development.

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).

### **Informatives**

01. 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.

02. 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.
03. The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.
04. 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](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).

05. 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.

06. 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.

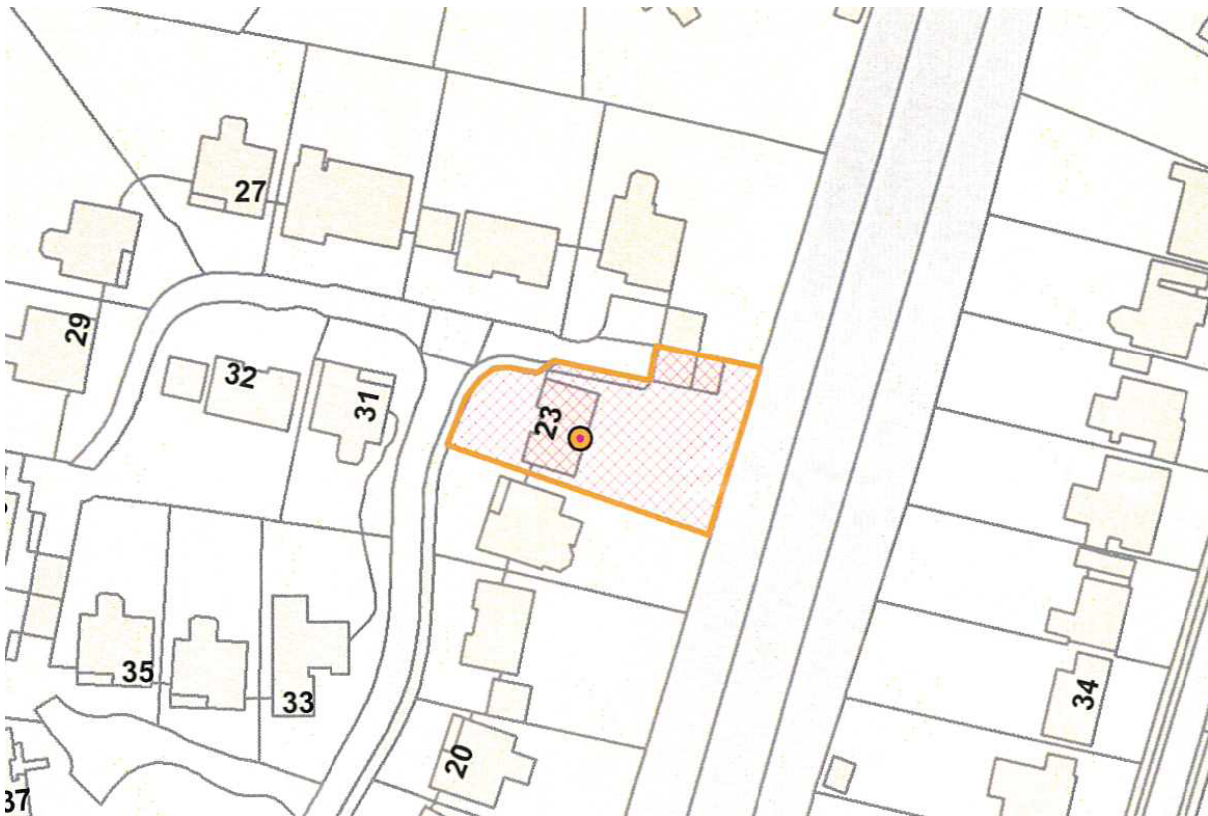
07. It is noted that a different applicant submitted the application for the previously approved application PLAN/2011/0179 at the site and a SAMM payment was made to the LPA as part of that unimplemented permission. A refund may be sought by the person who made that payment.



# **23 Holybank, Allen House** **Park, Hook Heath**

**PLAN/2018/8308**

3 x Lime trees reduce back to previous pruning points approx. 3/4 metres. (Works subject to TPO 626/0343/1986).



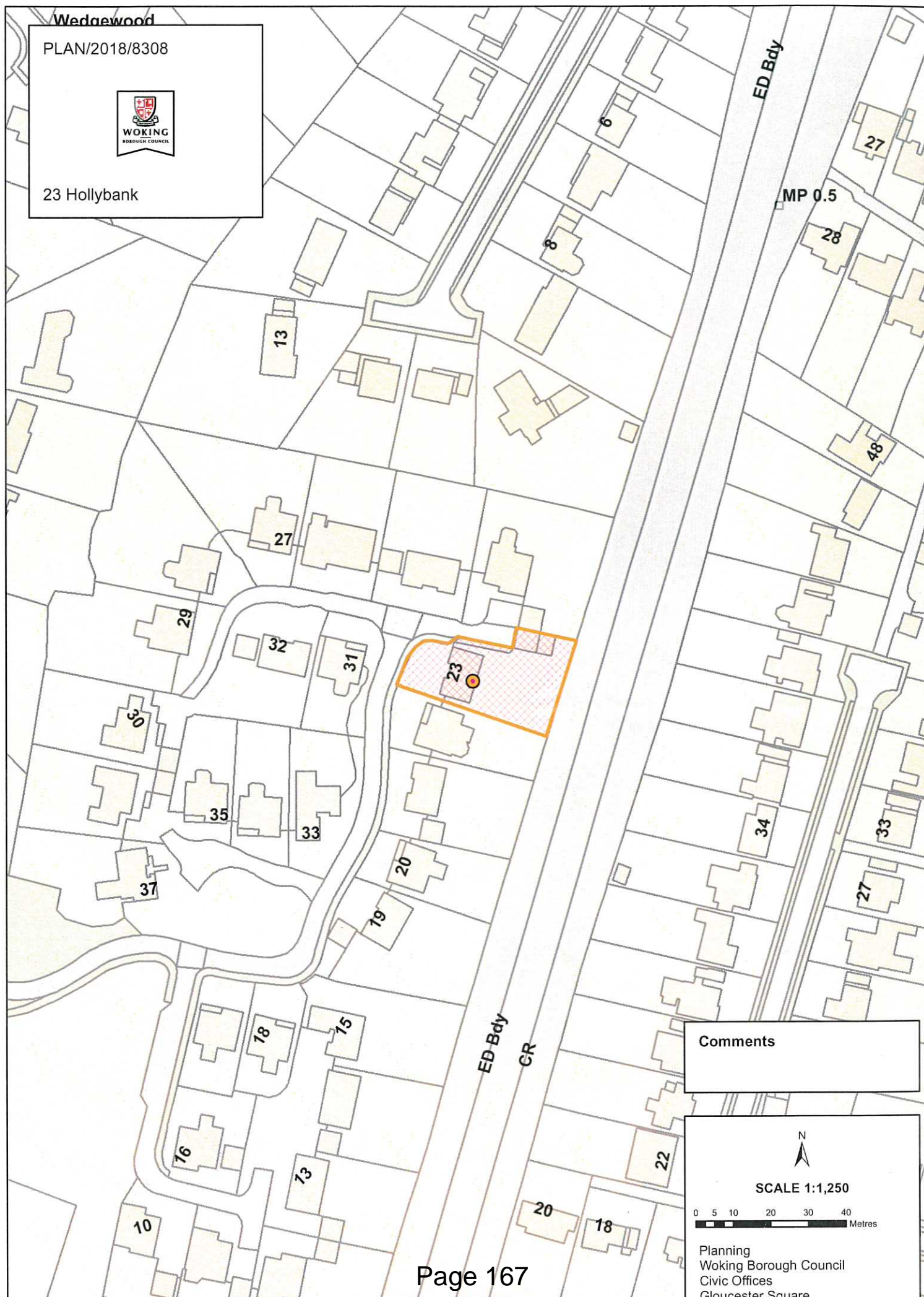




PLAN/2018/8308



23 Hollybank



### Comments



SCALE 1:1,250



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





## 13 November 2018 PLANNING COMMITTEE

6f	18/8308	Reg'd:	24.09.2018	Expires:	19.11.18	Ward:	HE
		BVPI Target		Number of Weeks on Cttee' Day:		On Target?	
LOCATION:	23 Hollybank, Allen House Park, Hook Heath, Surrey GU22 0DB						
PROPOSAL:	Crown Reduce 3 Lime trees by 4m						
TYPE:	Application to Reduce 3 trees protected by Tree Preservation Order						
APPLICANT	Ms Ayesha Azad				OFFICER:	Dave Frye	

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### **REASON FOR REFERRAL TO PLANNING COMMITTEE**

The applicant is a Council Member.

### **SUMMARY OF PROPOSAL**

An application has been submitted to crown reduce 3 Lime trees at 23 Hollybank, Allen House Park, Hook Heath, Surrey GU22 0DB by Ms Ayesha Azad. The trees are essentially healthy and of high public amenity value. The trees have been reduced in the past therefore the works are seen as reasonable and good arboricultural practice

### **PLANNING STATUS**

Tree Preservation Order TPO 626/0343/1986

### **RECOMMENDATION**

Permit consent for the Reduction of 3 Lime trees

### **SITE DESCRIPTION**

The application site is in the rear garden of a residential dwelling and the trees are on the rear boundaries.

### **RELEVANT PLANNING HISTORY**

No relevant planning history

### **PROPOSAL**

Crown reduce 3 Lime trees at 23 Hollybank, Allen House Park, Hook Heath, Surrey GU22 0DB

### **REPRESENTATIONS**

NONE

**APPLICANT'S POINTS**

General Maintenance

**RELEVANT PLANNING POLICIES**

Woking Core Strategy Policy CS21.

**OTHER RELEVANT GUIDANCE**

Tree Preservation Orders – a Guide to the Law and Good Practice (March 2000)  
DETR Government Guidance.

**PLANNING ISSUES**

The Council is obliged to determine tree-works applications under the Town & Country Planning Act 1990 within a period of eight weeks. The options available are to grant consent (subject to conditions) or refuse consent. If consent is refused, the applicant has a right of appeal to the Secretary of State.

The trees are 3 lime trees located in the rear garden of the property. The trees form a row along the boundary between the property and the local railway. The trees are approximately 18m in height and are of high public amenity value. The trees have normal crown vitality and have been reduced in the past.

**CONCLUSION**

Sufficient evidence has been identified which supports the reduction of the trees. They are of high public amenity value and the reduction works are considered to be of good practice and would not be of significant detriment to the surrounding area.

**BACKGROUND PAPERS**

1. Completed application form by Ms Ayesha Azad

**RECOMMENDATION**

It is recommended that consent be PERMITTED for the following reasons:

The trees have been reduced in the past and these works are considered to be of good arboricultural practice.

**SECTION C**

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

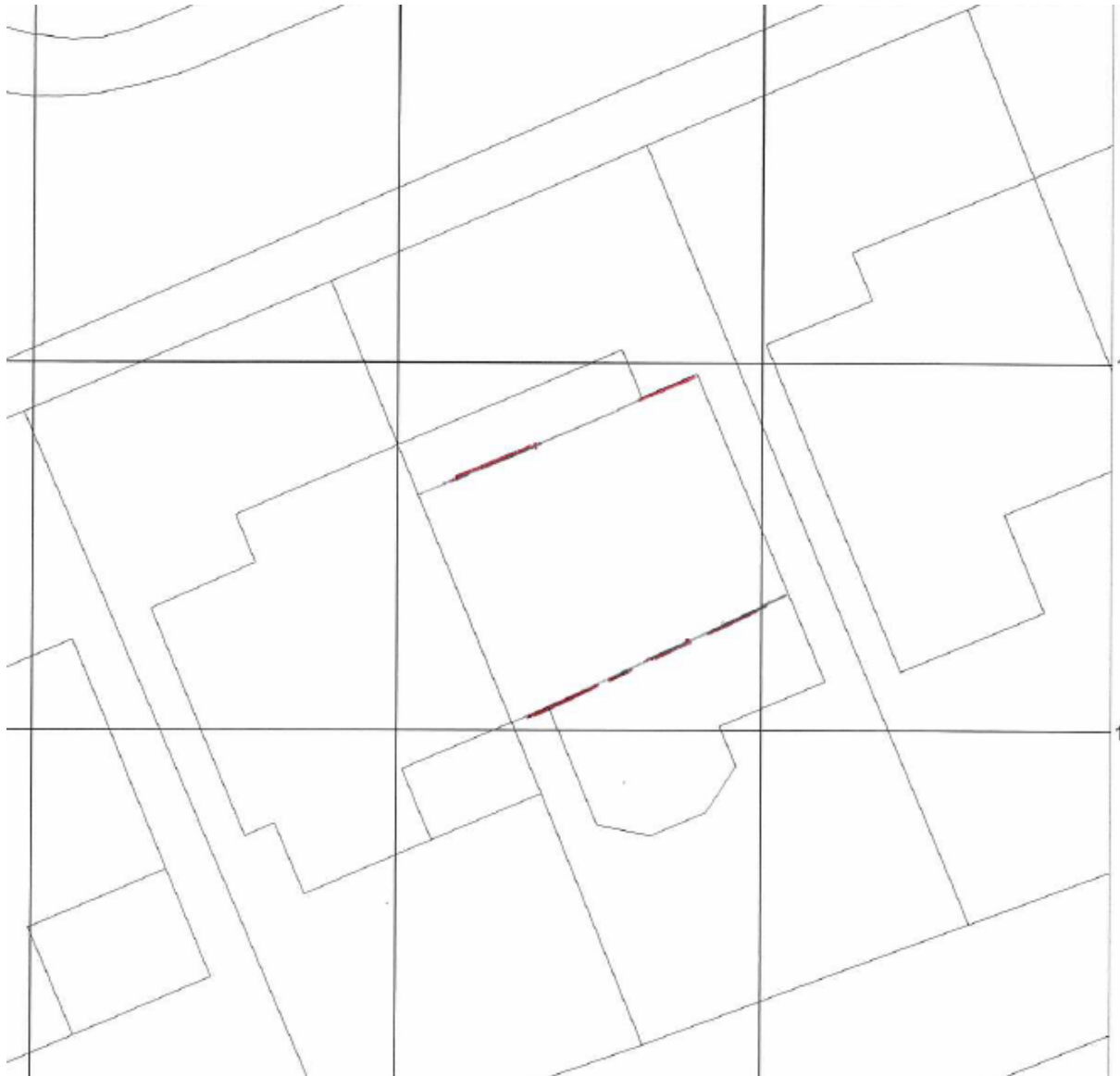
**(Note: Ordnance Survey Extracts appended to the reports are for locational purposes only and may not include all current developments either major or minor within the site or the area generally)**



# **5 Trentham Crescent,** **Old Woking**

**PLAN/2018/0948**

Proposed replacement of windows from white pvc to black pvc.

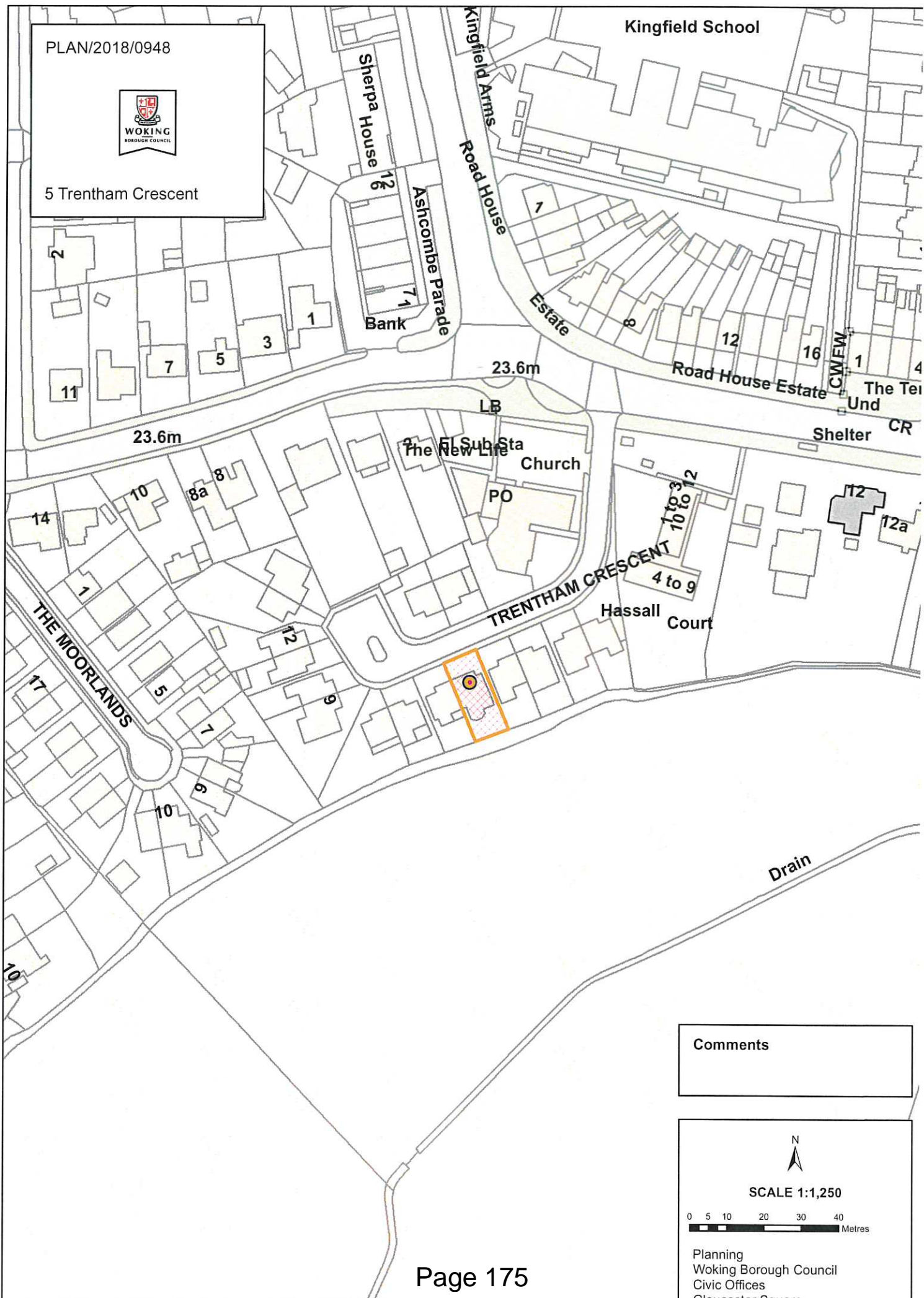




PLAN/2018/0948



5 Trentham Crescent



Comments



SCALE 1:1,250

0 5 10 20 30 40 Metres

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





## 13<sup>th</sup> NOVEMBER 2018 PLANNING COMMITTEE

6g	18/0948	Reg'd:	24.08.18	Expires:	19.10.18	Ward:	HV
Nei.	20.09.18	BVPI	Household	Number of	8/12	On	No
Con.		Target		Weeks on		Target?	
Exp:				Cttee' Day:			
LOCATION:		5 Trentham Crescent, Old Woking, Woking, Surrey, GU22 9EW					
PROPOSAL:		Proposed replacement of windows from white pvc to black pvc.					
TYPE:		HOUSEHOLDER					
APPLICANT:		Mr Vincenzo Russo				OFFICER:	Barry Curran

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### **REASON FOR REFERRAL TO COMMITTEE**

The application has been called to the Planning Committee at the request of Councillor Eastwood.

### **SUMMARY OF PROPOSED DEVELOPMENT**

The application seeks permission to replace the existing white PVC.

### **PLANNING STATUS**

- Urban Area
- Thames Basin Heaths SPA Zone B (400M – 5KM)

### **RECOMMENDATION**

That planning permission be REFUSED.

### **SITE DESCRIPTION**

The application site is located on the southern side of Trentham Crescent, an area characterised by two storey semi-detached dwellings all of an identical appearance of post-war 1960s dwellings with white coloured uPVC framing. The application site forms a mid-dwelling on a row of semi-detached dwellings along a linear grain of development.

### **PLANNING HISTORY**

No recent relevant planning history

### **PROPOSED DEVELOPMENT**

Planning consent is sought to replace the existing white uPVC framed windows on the front and rear elevations with black uPVC framed windows.

## **CONSULTATIONS**

None

## **REPRESENTATIONS**

None received

## **RELEVANT PLANNING POLICIES**

National Planning Policy Framework 2018  
Section 12 – Achieving well-designed places

Core Strategy Publication Document 2012  
CS21 – Design

Supplementary Planning Guidance  
Supplementary Planning Document 'Design' 2015

Woking Borough Council - Community Infrastructure Levy Charging Schedule

## **PLANNING ISSUES**

1. The main planning issue that need to be addressed in the determination of this application is whether the proposal will be of detriment to the character of the host dwelling or character of the surrounding area and impact on neighbour amenities.

### **Impact on Existing Dwelling/Character of Area**

2. The National Planning Policy Framework attaches great importance to the design of the built environment throughout Section 12 with emphasis being placed on planning positively for the achievement of high quality and inclusive design for all development. Policy CS21 of the Woking Core Strategy 2012 is consistent with this in so far as it expects development proposals to have regard to the general character and quality of the surrounding area.
3. Trentham Crescent is a residential cul-de-sac of 16no two storey semi-detached properties all of a post-war 1960s design constructed of buff coloured brick with white uPVC framing and cladding on the principal elevations under concrete tiled roofs. No.3 Trentham Crescent is the only variation to this consistent character, which has installed timber cladding (without planning permission) in place of the original white cladding on the principal elevation. It is proposed to replace the front and rear white uPVC windows on the application dwelling with black uPVC windows.
4. Paragraph 55 of The Town and Country Planning Act 1990 states that 'development' is *"the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land"*. It goes on to say that the carrying out for the maintenance, improvement or other alteration of any building of works which— affect only the interior of the building, or do not materially affect the external appearance of the building, would not be taken, for the purposes of the Act, to involve development. It is clear, therefore, that the replacement window frames would constitute development as per The Town and Country

Planning Act 1990 by virtue of having a material effect on the external appearance of the dwelling and as such needs to be assessed against material planning issues.

5. Paragraph 130 of National Planning Policy Framework states that *"Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards"*. It is acknowledged that the proposed windows would have comparable proportions to those of the existing windows but they would adopt a complete contrasting appearance to those on the existing dwelling and those of surrounding dwellings. The black uPVC windows would have a more pronounced appearance against the buff coloured brickwork and appear at odds with the prevailing characteristic of the white uPVC window framing in Trentham Crescent. The difference in appearance will be further emphasised by the fact that all of the properties within Trentham Crescent contain white uPVC windows frames along with white uPVC cladding on the principal elevation.
6. Dwellings with Trentham Crescent are of a particular design and contain emulating characteristics which are of their time. Policy CS21 of the Woking Core Strategy 2012 states that new development should *"respect and make a positive contribution to the street-scene and character of the area in which they are situated"* paying due regard to materials amongst other characteristics. The installation of black uPVC windows would result in a dwelling with an appearance at that fails to respect or make a positive contribution to the street-scene. The Council's Supplementary Planning Document 'Design' 2015 notes that *"using contrasting materials for the new element can also be effective but they must compliment those used on the existing building"*. The proposed windows bear no relation to any materials on the existing dwelling nor on any other dwelling within the enclosure and while only relating to the colour of the window frames, the proposed appearance of the dwelling would shift significantly and appear singular and at odds with the prevailing street-scene.
7. The replacement windows are considered to be contrary to provisions outlined in the National Planning Policy Framework, Policy CS21 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Design' 2015.

#### Impact on Neighbouring Amenity

8. The application relates to replacement windows and is therefore not considered to materially affect the amenities enjoyed by neighbours.

#### Local Finance Considerations

9. CIL is a mechanism adopted by Woking Borough Council which came into force on 1st April 2015, as a primary means of securing developer contributions towards infrastructure provisions in the Borough. Given that there is no increase in floor-space, the application is not CIL liable.

**Conclusion**

10. Considering the points discussed above, it is considered that the proposed replacement windows would result in an unacceptable impact upon the character of the host property and the street-scene of Trentham Crescent. Introduction of black uPVC windows would be at odds with the prevalent white uPVC evident throughout the residential cul-de-sac and fail to respect or make a positive contribution to the street-scene. The proposal is therefore contrary to guidance outlined in the National Planning Policy Framework, Policy CS21 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Design' 2015 and is accordingly recommended for refusal.

**BACKGROUND PAPERS**

1. Site visit photographs.

**RECOMMENDATION**

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

1. The proposed replacement windows, by reason of their stark contrasting material would result in a discordant appearance detrimental to the visual amenity which would be at odds with the street-scene of Trentham Crescent. The development is, therefore, contrary to provisions outlined in the National Planning Policy Framework, Policy CS21 of the Woking Core Strategy 2012 and guidance outlined in the Council's Supplementary Planning Document 'Design' 2015.

**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 paragraph 38-39 of the National Planning Policy Framework 2018.
2. The plans/details relating to the development hereby refused are numbered / titled:  
Location Plan (Received 21.08.18)  
Block Plan (Received 21.08.18)  
Addendum (Widow details) (Received 11.10.18)