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

You are hereby summoned to attend a meeting of the Planning Committee to be held on Tuesday, 17 March 2020 at 7.00 pm in the Council Chamber - Civic Offices.

The agenda for the meeting is set out below.

RAY MORGAN
Chief Executive

NOTE: Filming Council Meetings

Please note the meeting will be filmed and will be broadcast live and subsequently as an archive on the Council's website (www.woking.gov.uk). The images and sound recording will also be used for training purposes within the Council. Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed.

AGENDA

PART I - PRESS AND PUBLIC PRESENT

1. Minutes

To approve the minutes of the meeting of the Planning Committee held on 25 February 2020 as published.

2. Apologies for Absence

3. Declarations of Interest

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

4. Urgent Business

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

Matters for Determination

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

6. Planning Applications (Pages 5 - 8)

Section A - Applications for Public Speaking

6a. 2019/1141 Crown Place, Chertsey Road, Woking (Pages 11 - 72)

6b. 2019/0611 81 Commercial Way, Woking (Pages 73 - 162)

6c. 2019/1120 Lion Retail Park, 151 Oriental Road, Woking (Pages 163 - 174)

6d. 2019/1084 International School of London, 182 Old School, Woking (Pages 175 - 210)

Section B - Application reports to be introduced by Officers

6e. 2020/0034 Woking College, Rydens Way, Old Woking (Pages 213 - 232)

6f. 2020/0178 Jubilee House and Southern House, Guildford Road and Station Approach, Woking (Pages 233 - 242)

6g. 2020/0049 Walnut Cottage, Horsell Rise Close, Horsell, Woking (Pages 243 - 254)

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

6h. 2019/0822 19 Sanway Road, Byfleet (Pages 257 - 272)

AGENDA ENDS

Date Published - 9 March 2020

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



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PLANNING COMMITTEE – 17 MARCH 2020

PLANNING AND ENFORCEMENT APPEALS

The Committee is requested to:

RESOLVE:

That the report be noted.

The Committee has authority to determine the above recommendation.

Background Papers:

Planning Inspectorate Reports

Reporting Person:

Peter Bryant, Head of Legal and Democratic Services

Date Published:

9 March 2020

APPEALS DECISION

2018/1343

Application for the erection of an extension to 2-12 Rydens Way to contain four flats (2 x 1-bedroom and 2 x 2-bedroom) as well as associated access, stairwell and amenity space at Land adjacent to 2-12, Rydens Way, Woking, GU22 9DW.

Refused by Planning Committee
4 June 2019.
Appeal Lodged
27 November 2019.
Appeal dismissed
24 February 2020.

2019/0696

Application for the construction of a side outbuilding following the demolition of the existing garage at 1 Foxlake Road, Byfleet, West Byfleet, KT14 7PW.

Refused by Delegated powers
6 September 2019.
Appeal Lodged
2 January 2020.
Appeal Dismissed
26 February 2020.

2018/0378

Application for the erection of a three storey building and detached two storey building to the rear comprising a total of 10x self-contained flats (9x two bedroom & 1x one bedroom) following demolition of existing dwelling and ancillary buildings and provision of associated bin and cycle storage, parking, retaining walls and landscaping at Woodlands, Sheerwater Road, West Byfleet, KT14 6AH.

Refused by Planning Committee
16 October 2018.
Appeal Lodged
15 August 2019.
Appeal Dismissed
27 February 2020.

2018/1193

Application for the erection of a three storey building comprising 9x self-contained flats (8x two bedroom & 1x one bedroom) following demolition of existing dwelling and ancillary buildings and provision of associated bin and cycle storage, parking, retaining walls and landscaping at Woodlands, Sheerwater Road, West Byfleet, KT14 6AH.

Refused by Delegated powers
10 January 2019.
Appeal Lodged
15 August 2019.
Appeal Dismissed
27 February 2020.

2019/0485

Application for Erection of a single storey storage building at Optichrome 98 - 102 Maybury Road Woking Surrey GU21 5HX.

Permitted by Delegated Powers
16 July 2019.
Appeal Lodged (against Condition)
26 November 2019.
Appeal Dismissed
2 March 2020.

2019/0455

Application for Proposed side dormer, single storey side and rear extensions and conversion of garage into habitable accommodation for use as an annex (alterations to approved PLAN/2019/0147) (Retrospective) at Squirrels Oak, 80 Lower Guildford Road, Knaphill, GU21 2EW.

Refused by Delegated Powers
5 July 2019.
Appeal Lodged
2 December 2019.
Appeal Allowed
2 March 2020.

2019/0784

Retrospective application for a front dormer window at 29 Beaufort Road, Maybury, Woking, GU22 8BZ.

Refused by Delegated Powers
18 September 2019.
Appeal Lodged
29 January 2020.
Appeal dismissed
4 March 2020.

Major Applications Index to Planning Committee Agenda Item 6

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<u>ITEM</u>	<u>LOCATION</u>	<u>APP. NO.</u>	<u>REC</u>	<u>WARD</u>
0006A	Crown Place, Chertsey Road, Woking, Surrey, GU21 5AJ	PLAN/2019/1141	LEGAL	C
0006B	81 Commercial Way, Woking, Surrey, GU21 6HN	PLAN/2019/0611	LEGAL	C
0006C	Lion Retail Park, 151 Oriental Road, Woking, Surrey	PLAN/2019/1120	PER	MH
0006D	International School Of London, 182 Old Woking Road, Woking, Surrey	PLAN/2019/1084	PER	MH
0006E	Woking College, Rydens Way, Old Woking, Woking, Surrey, GU22 9DL	PLAN/2020/0034	PER	HV
0006F	Southern House & Jubilee House, Guildford Road & Station Approach, Woking, Surrey, GU22 7RD	PLAN/2020/0178	NRQPRA	MH
0006G	Walnut Cottage, Horsell Rise Close, Horsell, Woking, Surrey, GU21 4BB	PLAN/2020/0049	PER	HO
0006H	19 Sanway Road, Byfleet, West Byfleet, Surrey, KT14 7SF	PLAN/2019/0822	ENFREF	BWB

SECTION A - 6A-6D

SECTION B - 6E-6G

SECTION C - 6H

PER - Grant Planning Permission

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

ENFREF - Refuse with Enforcement

NRQPRA - Prior Approval not Required

PLANNING COMMITTEE AGENDA

PLANNING APPLICATIONS AS AT 17TH MARCH 2020

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

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

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

Key to Ward Codes:

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

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

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)

PLAN/2019/1141



Crown Place, Chertsey Road



Comments
Not Set

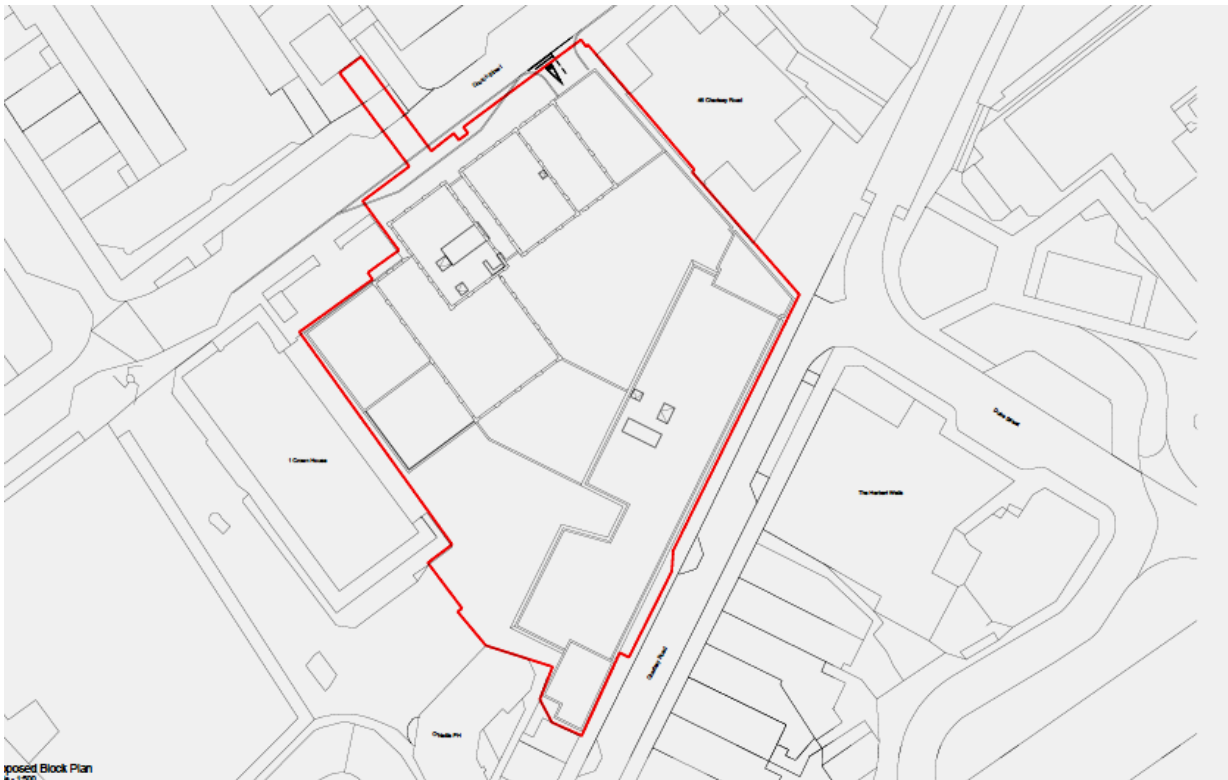
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SCALE 1:1,250
0 5 10 20 30 40 Metres

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

Crown Place, Chertsey Road, Woking

PLAN/2019/1141

Demolition of all existing buildings including existing footbridge to Victoria Way Car Park and redevelopment of site to provide a new building ranging from 5x to 28x storeys plus basement level comprising up to 366x residential units (Use Class C3), commercial (Use Classes A1/A2/A3) and community uses (Use Classes D1/D2) at ground floor and first floor level and associated internal and external amenity spaces, basement level car parking, cycle parking, bin storage, ancillary facilities, plant, new public realm, landscaping and highway works.



6a PLAN/2019/1141

WARD: Canalside

LOCATION: Crown Place, Chertsey Road, Woking, GU21 5AJ

PROPOSAL: Demolition of all existing buildings including existing footbridge to Victoria Way Car Park and redevelopment of site to provide a new building ranging from 5x to 28x storeys plus basement level comprising up to 366x residential units (Use Class C3), commercial (Use Classes A1/A2/A3) and community uses (Use Classes D1/D2) at ground floor and first floor level and associated internal and external amenity spaces, basement level car parking, cycle parking, bin storage, ancillary facilities, plant, new public realm, landscaping and highway works.

APPLICANT: Watkin Jones Group PLC and McKay Securities PLC

OFFICER: David Raper

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The application is supported by an Environmental Statement (ES). The ES has been prepared pursuant to The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The ES has had regard to aspects of the environment likely to be affected by the proposed development and includes an assessment of the likely extent and significance of the potential environmental effects.

REASON FOR REFERRAL TO COMMITTEE:

The proposal is for 'major' development falls outside the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

The proposed is to redevelop the existing buildings on the site to erect a mixed use development comprising:

- 366x residential units (50x studio, 204x one bed and 112x two bed)
- 964m² of commercial floor space (Use Classes A1/A2/A3)
- 854m² of community use floor space (Use Classes D1/D2)
- 55x parking spaces in a basement parking level

The proposal would involve the demolition of all the existing buildings on the site including The Big Apple entertainment complex, HG Wells Conference Centre, Metro Hotel and the footbridge leading to the Victoria Way multi-storey car park. The proposed building would be between 5x and 28x storeys with the 5x storey element fronting Chertsey Road which bounds the site to the south and surrounds an area of proposed public realm at ground floor level. The tower element would be made up of 28x storeys with lower 25x and 22x storey elements and would be positioned adjacent to Church Street East which bounds the site to the north.

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A new vehicular access on Church Street East would lead to a basement level car park comprising 55x parking spaces. Bin and cycle storage would be provided at ground floor level and the proposal includes the provision of a new loading bay on Church Street East as well as the provision of two Car Club bays.

The development is intended as a Build to Rent scheme whereby units are built and retained by the developer on a long-term basis specifically for the rental market. The proposal includes the provision of various internal and external shared amenity spaces for residents. At ground floor level an area of public realm would be provided of 497m² in area fronted by the proposed commercial and community uses and the proposal incorporates a pedestrian link through the site from the Public Realm onto Chertsey Road.

Site Area:	0.45ha (4,453m ²)
Existing units:	0
Proposed units:	366
Existing density:	0dph
Proposed density:	813dph

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Adjacent to Woking Town Centre Conservation Area
- Primary Shopping Area
- Secondary Shopping Frontage
- Surface Water Flood Risk Area
- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

GRANT planning permission subject to conditions and Section 106 Agreement.

SITE DESCRIPTION

The proposal relates to a roughly wedge shaped plot of 0.45ha in area bounded by Church Street East to the north and Chertsey Road to the south. The site comprises a continuous block of development comprising a building originally dating from the 1970s which has been extended and altered incrementally and is up to six storeys in height. The site was historically used as a supermarket but became a conference centre, leisure and entertainment complex and hotel in the 1990s (HG Wells Centre, The Big Apple, Buzz Bingo and Metro Hotel). The Church Street East frontage is a predominately blank façade finished in a mixture of brickwork, render and cladding materials and features entrances to the HG Wells Centre and fire exits serving The Big Apple. An elevated footbridge on this elevation connects the HG Wells Centre and Bingo Hall to the Victoria Way multi-storey car park to the north.

The Chertsey Road frontage is predominately two storeys and is finished in brown brickwork and features shop fronts serving an existing café, and bar and entrances to the hotel and The Big Apple. In the southern corner of the site facing Chertsey Road is a gated bin storage and servicing area serving the adjacent O'Neil's Public House.

To the north-east and adjoining the site is the vacant former Rat and Parrot Public House. There is an extant planning permission to develop this site with a 12x storey building comprising 68x flats (PLAN/2017/0802). Further to the north-east are No.48-48 Chertsey

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Road which are two storey buildings with commercial uses at ground floor level forming an apex where Chertsey Road and Church Street East meet.

Adjacent to the west of the site on Church Street East is a servicing area serving the adjacent Crown House which is a seven storey office building dating from the 1970s and to the south-west adjoining the site are buildings ranging from two to three storeys with commercial uses at ground floor level fronting Chertsey Road and the O'Neil's Public House. To the south-west of the proposal site is the principal entrance to The Big Apple which opens onto an area of public realm and pedestrianised area where Commercial Way and Chobham Road meet.

To the north of the site on the opposite side of Church Street East is the Victoria Way multi-storey car park and Hollywood House which is a six storey office building. Chertsey Road to the south of the proposal site forms part of the Woking Town Centre Conservation Area and is characterised by three to four storey commercial buildings dating from the Victorian and Edwardian era. In the wider area, to the north-east is Enterprise Place which is residential building of nine storeys and Dukes Court to the east is a large eight storey office building. To the west is the former BHS building at No.81 Commercial Way. The wider area is mixed in character and features commercial and residential buildings of varying ages, heights and styles.

There are several other proposals for tall buildings in the town centre which are currently either consented or are live planning applications. The cumulative impact of these developments have been taken account of in the assessment of the application and are summarised below.

- No.46 Chertsey Road, former Rat and Parrot Public House (PLAN/2017/0802) – 12x storey building comprising 68x flats – Permitted 11/04/2018
- No.81 Commercial Way, former BHS store (PLAN/2019/0611) – 40x storey building comprising 310x flats – Submitted 17/06/2018, not yet determined
- Concord House (PLAN/2018/0660) – 34x storey building comprising 174x flats – Submitted 23/07/2018, not yet determined
- Victoria Square (PLAN/2014/0014; Amended under PLAN/2018/0444) – 3x towers of 34x, 30x and 23x storeys comprising 429x units, 189x bed hotel and retail space - Under construction

RELEVANT PLANNING HISTORY

- PLAN/2007/1143 - Change of use from D2 (Assembly and Leisure) to form amusement arcade (Sui generis) – Permitted 09/01/2008
- PLAN/1998/0656 - Over cladding to existing footbridge link, new canopies along building elevation and new entrance doors and windows to H. G. Wells street entrance – Permitted 04/08/1998
- PLAN/1995/0434 - Change of use from retail loading bay to nightclub and laser game connecting to Woking Sportsbowl on two floors – Permitted 11/07/1995
- PLAN/1994/0838 - Conversion of ground floor of former Asda Store from retail to Leisure use – Permitted 25/10/1994

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- PLAN/1994/0839 - Conversion from offices to hotel – Permitted 31/10/1994
- PLAN/1994/0581 - Conversion of first floor of premises to a Bingo Centre – Permitted 06/09/1994
- PLAN/1994/0951 - Detailed application to erect a lightweight suspended roof over the existing roof of the former Asda store creating a new internal area at first floor level to be used as a function suite – Permitted 06/12/1994
- 76/0440 - Erection of retail store and offices – Permitted 27/04/1976
- 11982 - Retention of extension and continued use for purposes ancillary to a shop – Permitted 21/05/1959
- 7239 - Proposed use as shop and offices – Permitted 01/05/1954

CONSULTATIONS

Internal Consultees:

- **Drainage and Flood Risk Engineer:** No objection subject to conditions.
- **Environmental Health:** No objection subject to conditions.
- **Scientific Officer (Contaminated Land):** No objection subject to conditions.
- **Arboricultural Officer:** No objection subject to conditions.
- **Housing Services:** Agree with the findings of the Council's Viability Consultants.
- **Conservation Consultant:** Suggest that balcony fronts be in a lightweight material such as structural strength glass to relieve the mass of the tower.
- **Waste Services:** No objection subject to conditions.
- **Town Centre Engineer:** No objection.

Surrey County Council Consultees:

- **SCC Highways:** No objection subject to conditions.
- **SCC Archaeologist:** No objection.

Other Consultees:

- **Environment Agency:** No objection.
- **Natural England:** No objection.
- **Historic England:** No comments to make.
- **Surrey Wildlife Trust:** No objection subject to conditions.
- **Affinity Water:** No comments received.

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- **Thames Water:** No objection.
- **Network Rail:** Awaiting substantive comments, any comments will be updated verbally to Planning Committee.
- **Crime Prevention Officer:** No objection subject to compliance with 'Secured by Design' and 'Park Mark' accreditation.
- **Surrey Fire and Rescue:** Comments received concerning internal layouts and access for high-reach appliances (*Officer note: issues surrounding internal layouts and fire safety are addressed under the Building Regulations*)
- **Thamesway Energy:** No objection subject to conditions.

Aviation:

- **Civil Aviation Authority:** Notes that the responsibility of safeguarding around the Fairoaks aerodrome lies with the license holder and the CAA would not contradict the assessment of the license holder unless it was to the detriment of airspace safety. Whilst the CAA does not agree with all the findings of the applicant's assessment, they suggest that an assessment should be carried out by Fairoaks themselves to demonstrate how and why safety and regularity of aircraft would be affected.
- **NATS Safeguarding:** No objection subject to conditions.
- **MOD Safeguarding:** No comments received.
- **Association of Air Ambulances:** No comments received.
- **National Police Air Service:** No comments received.
- **Fairoaks Airport:** Object.
- **Heathrow Airport:** No objection.
- **Farnborough Airport:** No comments received.
- **Gatwick Airport:** No objection.

Neighbouring Authorities:

- **Guildford Borough Council:** Object due to the cumulative impact of tall buildings would result in cluttering of the skyline and would have a harmful impact on sensitive, long-range views.
- **Elmbridge Borough Council:** No objection.
- **Runnymede Borough Council:** No objection.
- **Surrey Heath Borough Council:** No objection.

REPRESENTATIONS

A total of 46x objections have been received raising the following summarised concerns:

- Proposed building is too high, dominating and overbearing

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- Proposal would be incongruous and out of character with the area
- Proposal is too dense
- Local infrastructure and services cannot cope with increased residential development
- Proposal would provide insufficient parking
- Proposal could result in increased pressure on on-street parking
- Proposal would not deliver affordable housing
- Woking is already saturated with flats
- Proposal would result in loss of privacy, loss of light and overbearing impacts
- The impact on Conservation Areas outside of the town centre has not been assessed
- Proposal would lead to further noise, dust and disruption during construction in combination with other proposals
- Proposal could lead to a wind tunnel effect
- Woking Train Station is already congested
- The Victoria Square development should be the tallest development in Woking with lower buildings towards the edge of the centre
- The submitted Transport Statement is flawed
- The Visual Impact Assessment is insufficient
- The Church Street East frontage is inactive
- Proposal could exacerbate surface water and drainage issues
- There is not a shortage of housing in Woking to justify such large developments
- Proposal would lead to the loss of an existing entertainment facility
- Concerned that the proposed D1/D2 unit would not be an adequate replacement
- Concerned at lack of connection between car park and D1/D2 unit
- No detail has been submitted as to how the D1/D2 unit would be fitted out or managed

In addition to the above, two letters of support have been received raising the following summarised points:

- Proposal would make efficient use of brownfield land
- This part of the town centre is in need of regeneration
- Proposal would improve the visual appearance of this part of the town centre
- Proposal would make the Town Centre more lively and add choice and employment opportunities

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019):

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 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 10 - Supporting high quality communications

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

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

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012):

Spatial Vision

CS1 - Spatial strategy for Woking Borough

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CS2 - Woking Town Centre
CS7 - Biodiversity and nature conservation
CS8 - Thames Basin Heaths Special Protection Areas
CS9 - Flooding and Water Management
CS10 - Housing provision and distribution
CS11 - Housing mix
CS12 - Affordable housing
CS13 - Older people and vulnerable groups
CS15 - Sustainable economic development
CS16 - Infrastructure delivery
CS17 - Open space, green infrastructure, sport and recreation
CS18 - Transport and accessibility
CS19 - Social and community infrastructure
CS20 - Heritage and conservation
CS21 - Design
CS22 - Sustainable construction
CS23 - Renewable and low carbon energy generation
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

Woking Development Management Policies DPD (2016):

DM1 - Green Infrastructure Opportunities
DM2 - Trees and Landscaping
DM6 - Air and Water Quality
DM7 - Noise and Light Pollution
DM8 - Land Contamination and Hazards
DM16 - Servicing Development
DM17 - Public Realm
DM18 - Advertising and Signs
DM19 - Shopfronts
DM20 - Heritage Assets and their Settings

Supplementary Planning Documents:

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

Other Material Considerations:

Planning Practice Guidance – Build to Rent (September 2018)
Draft Site Allocations DPD (2018)
Saved South East Plan Policy (2009) NRM6 - Thames Basin Heaths SPA
Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015
Community Infrastructure Levy (CIL) Charging Schedule (2015)
Waste and recycling provisions for new residential developments
Heritage of Woking (2000)
Woking Character Study (2010)
Woking Economic Development Strategy 2012-2017
Wind Microclimate and Buildings (2011) BRE
Site Planning for Daylight and Sunlight (2011) BRE
Woking Public Art Strategy (2007)

In addition to the above Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a statutory duty on decision makers to have '*special*

regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' and Section 72(1) places a statutory duty on decision makers to have 'special regard' to preserving or enhancing the character of conservation areas and states that: 'with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in sub section (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.

PLANNING ISSUES

Principle of Development:

1. Woking Core Strategy's (2012) 'Spatial Vision' for the borough states that "Woking will be a regional focus of economic prosperity centred on a vibrant, enhanced town centre that provides a good range of quality shops, jobs, cultural facilities, services and infrastructure to cater for the Borough's needs...". Policy CS1 seeks to direct most new development to previously developed land in in town, district and local centres which offer the best access to a range of services and facilities and states 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 and a transport hub which provides transport services, links and communication linking people to jobs, services and facilities. The town centre is designated as a centre to undergo significant change and the provision of a range of shops, cultural facilities, jobs and housing to meet locally identified needs and the needs of modern businesses will be encouraged. Main town centre uses as defined in the NPPF, will be acceptable in principle, subject to the requirements of the policies of the Core Strategy".

2. Policy CS1 sets ambitious targets for new development in the Borough in the Core Strategy plan period of 2012-2027 including approximately:
 - 4,964 net additional dwellings (2,180 of which in town centre)
 - 28,000 m2 of additional office floorspace (27,000m2 of which in town centre)
 - 93,900 m2 of additional retail floorspace (75,300m2 of which in town centre)
3. Core Strategy (2012) policy CS2 sets out the planning policies for Woking Town Centre and the reasoned justification for policy CS2 states that:

"Woking Town Centre is an important centre of economic activity and key interchange on the rail network. It is the largest centre in the Borough and a primary centre in the context of the South East. The Core Strategy evidence base identifies potential for significant additional commercial and residential development in Woking Town Centre over the plan period, as set out in the policy. Investment of an appropriate level and scale will be promoted to enable the town centre to grow and evolve significantly, enhancing its retail offer and role as a thriving employment centre. Development of a dynamic and successful town centre is central to the achievement of sustainable development in the Borough".

4. Core Strategy (2012) 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 will be permitted in principle where they can be justified in terms of the sustainability of the

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location and where the character of the area would not be compromised. 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.

5. The draft Site Allocations Development Plan Document (DPD) (November 2019) can be given substantive weight as it has been published for Regulation 19 consultation, has been submitted to the Secretary of State and has been subject to Public Examination. The purpose of the Site Allocations DPD is to allocate land for a range of uses to deliver the spatial vision, objectives and development requirements of the Core Strategy. The proposal site, along with neighbouring sites at No.46-58 Chertsey Road, are allocated in the Site Allocations DPD as a single site of 0.69ha (ref: UA15). The site is allocated for a mixed use scheme to comprise community, leisure, offices and residential, including affordable housing. The DPD states that the re-provision of the existing conference facility is a pre-requisite of development on the site and expects at least 67x dwellings to be accommodated on the site. The reasoned justification for the site goes on to acknowledge that the re-provision of the conference facility as part of the Victoria Square development is a possibility. The DPD goes on to state that redevelopment of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and upgrade a currently underutilised area. The DPD acknowledges that site comprises different smaller sites that the development of individual parts of the site should complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important Town Centre site.

6. There is therefore a strong planning policy presumption in favour of high density, high quality, mixed use developments in Woking Town Centre. The existing site comprises a variety of different uses as outlined in Figure 1 below.

Figure 1 - Existing Uses	Floor Space (GIA)
HG Wells Centre (Conference Centre – Use Class D1)	2,005 m2
The Big Apple (Entertainment Complex - Use Class D2)	3,643 m2
Fiery Bird (Community Arts and Music Centre – Use Class D2)	1,066 m2
Buzz Bingo (Bingo Hall – Use Class D2)	1,614 m2
Metro Hotel (Use Class C1)	800 m2
Bank Bar/Club (Use Class A4)	392.2 m2

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Coffee Shop (Use Class A3)	76.2 m2
Total	9,128 m2

7. Core Strategy (2012) policy CS2 'Woking Town Centre' establishes the town centre as the preferred location for 'town centre uses' which include cultural and entertainment facilities and states that "*The loss of existing cultural and entertainment facilities within the town centre will be resisted, unless there is no demand for such facilities or demand can be met from alternative provision within the town centre either through new or co-located facilities*". Core Strategy (2012) policy CS19 'Social and Community Infrastructure' states that:

"The loss of existing social and community facilities or sites will be resisted unless the Council is satisfied that:

- *there is no identified need for the facility for its original purpose and that it is not viable for any other social or community use, or*
- *adequate alternative facilities will be provided in a location with equal (or greater) accessibility for the community it is intended to serve*
- *there is no requirement from any other public service provider for an alternative social or community facility that could be met through change of use or redevelopment.*

Applicants will be expected to provide evidence that they have consulted with an appropriate range of service providers and the community"

8. The proposal site therefore currently features a range of entertainment, social and cultural land uses which are sought to be retained or re-provided as part of any development proposal by Core Strategy (2012) policies CS2 and CS19 as well as the Draft Site Allocations DPD. The proposal would result in the redevelopment of the site and the loss of most of the existing uses and would provide the following proposed uses set out in Figure 2 below.

Figure 2 - Proposed Uses	Floor Space (GIA)	No. of Units
Residential (Use Class C3)	27,975 m2	366x
Commercial Uses – Retail/Financial and Professional Services/Restaurants and Cafes (Use Classes A1/A2/A3)	964 m2	3x
Community Use (Use Classes D1/D2)	854 m2	1x
Basement – Parking and Ancillary services	2,339 m2	-
Total	32,132 m2	-

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9. The application is accompanied by a Demand Assessment which examines the existing uses that exist on the site, the users of the facilities and the potential for existing uses to be accommodated elsewhere. Each of the existing uses is addressed in turn below.

HG Wells Conference Centre and Fiery Bird:

10. The HG Wells centre comprises a conference and function suite with a range of rooms totalling 2,005 m² in area. The existing accommodation is outlined in Figure 3 below.

Figure 3 - HG Wells - Delegate/Dining Capacities, Different Layouts						
Room	Boardroom	Cabaret	Theatre	School room	Dining	U shape
Wells room (472.5m²)	-	200	600 (416 ¹)	144	300	-
Kemp room (205m²)	60	96	200	54	120	60
Griffin room (135m²)	20	36	80	18	70	24
Ogilvy room (67m²)	26	25	60	20	48	36
Elphinstone room (22m²)	10	-	12	12	-	-
Henderson Room (18m²)	8	-	8	8	-	-
¹ Raked Seating						
Source: HG Wells Marketing information						

11. The submitted Demand Assessment includes an assessment of the existing events which took place at HG Wells in 2017/2018 including the types of users, number of events and attendees and the percentage share of the total number of attendees as set out in Figure 4 below.

Figure 4 - Number of events/delegates 2017/2018 - HG Wells						
Client Type	No. events	Events ratio %	No. attendees	Attendees ratio %	Range of size of events Delegates/ Covers	No. Events 500+
Woking Borough Council (WBC)	53	15%	4,824	6.8%	12 – 555	2
Public Sector	46	13%	3,938	5.6%	10 - 300	0
Private Functions	19	5.4%	2,617	3.7%	10-300	0
Corporate	86	24.4%	5,809	8.2%	20-600	2
Clubs	23	6.5%	5,892	8.3%	10-600	5
Charity	31	8.8%	9,303	13.2%	14-540	2
Associations (Church)	62	17.6%	31,171	44.2%	600	48
Accredited	24	6.8%	5,946	8.4%	20-580	3
Schools/ Education	9	2.5%	1,066	1.5%	2-500	1
Total	353	100%	70,566	100%	-	63

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12. In terms of the ratio of attendees, the Coign Church accounted for the largest proportion of event attendees (44.2%). Charities and the public sector (including WBC) account for 13.2% and 12.4% respectively. Corporate events and clubs account for 8.2% and 8.3% respectively. Schools and Education account for 1.5% and 'accredited' users accounted for 8.4%. Accredited users are those which are grant assisted and eligible for discounts for renting space in HG Wells.
13. In terms of the number of events, the public sector (including WBC) accounted for 28% of events, followed by corporate events (24.4%), the Coign Church (17.6%), charities (8.8%), accredited users (6.8%), clubs (6.5%), private functions (5.4%) and education (2.5%).
14. The Victoria Square development (PLAN/2014/0014) which is currently under construction, includes a 189x bed hotel which incorporates a new conference facility. Based on the approved plans, the hotel would have the following conference facilities along with catering and bar facilities.

Figure 5 - New Victoria Square hotel - Delegate/Dining Capacities, Different Layouts			
Room	Theatre	Banquet	Boardroom
Ballroom – whole room (600m2)	750	500	-
Pre-function (250m2)	-	425	-
Meeting Room ¹ (41m2)	50	-	15
Meeting Room ² (55m2)	75	30	30
Meeting Room ³ (33m2)	-	-	20
Meeting room breakout area (83m2)	83	140	
¹ No stage; ² no dance floor/stage; ³ standing drinks reception			
Source: John Ashworth Associates/ Bridget Baker Consulting analysis			

15. The new facilities outlined above are comparable to the existing facilities in the HG Wells Centre; as outlined above the Ballroom is larger than the largest room in HG Wells (the Wells Room) and the approved plans identify the Ballroom being divisible into two spaces, which would be comparable to the next largest rooms in HG Wells (the Kemp and Griffin Room). The hotel would also feature a suite of smaller rooms similar to those in HG Wells. The combined floor space of all the spaces in the new conference facilities would be comparable to the existing (1062m2 compared to 919m2). In the context of the facilities being provided as part of the new Victoria Square development, the proposal is not considered to result in the loss of a conference facility in the Borough.
16. The new facility described above is considered sufficient to accommodate most of the existing events which take place in the HG Wells Centre. Given the comparability of the two facilities, the submitted Demand Assessment concludes that most of the existing events and functions could be accommodated in the new facilities currently under construction. The assessment also highlights the variety of other venues in Woking which are capable of accommodating events such as the existing Hilton Doubletree and The Lightbox.

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17. In terms of the Coign Church events, the church has recently completed a large extension to form a new auditorium at the church on Church Street West with a capacity of up to 875x people which removes the need to use HG Wells. These users would therefore be accommodated in the extended and upgraded facilities in the Coign Church.
18. However the 'accredited' users of the existing facilities represent a variety of community uses which are, at present, heavily subsidised with 80-90% discounts. These groups include:
 - Woking Symphony Orchestra
 - Woking Choral Society
 - Dance Woking Borough Council Epworth Choir
 - Woking Music Festival
 - The Phoenix Cultural Centre/Fiery Bird
 - Woking Boxing Club
19. It is considered important that the needs of these groups are considered as part of the redevelopment proposals as the new facilities in Victoria Square are unlikely to be affordable for these users. The Demand Assessment examines the particular requirements for different groups; for example the Woking Symphony Orchestra require a stage of 96m² to accommodate 60-80 players, dressing rooms storage and reception desk and audience numbers typically range from 200-300. These groups currently typically use the Wells Room for concerts and rehearsals.
20. To respond to the requirements of these existing uses and to compensate for the loss of existing spaces, the proposed development incorporates a space of 854m² in D1 (Non-residential institution)/D2 (Assembly and leisure) use. This incorporates a large double-height space of 533m² at ground floor level accessed from the area of public realm and a 200m² space at first floor level which would have access to an external first floor roof terrace. The applicant has shown indicative internal layouts which would have the potential to accommodate a stage, dressing rooms, WCs, storage areas and reception area.
21. The proposed space would be larger than the Wells Room (854m² compared to 472.5m²) and the main ground floor space would be comparable to the Wells Room (533m²). The proposed space is considered to provide a large, flexible, multi-function space which is capable of accommodating the existing community uses which are currently accommodated in the HG Wells Centre and Fiery Bird.

The Big Apple and drinking Establishment:

22. The Big Apple is a large entertainment complex comprising a bowling alley, arcade and Laser Quest. It is not intended to re-provide this facility as part of the proposed redevelopment. However as part of the replacement Red Car Park development (PLAN/2018/1114) which is currently under construction, approximately 8,208m² of commercial floor space in A1/D2 use is included at ground and first floor levels. Even if half of the proposed floor space is used for D2 (Assembly and leisure) use, this would be comparable to the floor space of The Big Apple. In this context, the proposal would not result in an overall loss of D2 floor space in Woking Town Centre.
23. Whilst an A4 (drinking establishment) use would not be re-provided as part of the proposal site, there are a variety of A4 uses in the Town Centre including new premises. It should also be borne in mind that the proposal would result in an overall increase in 'A' class uses compared to the existing situation which would add to the vitality and viability of Woking Town Centre generally.

Bingo Hall:

24. The existing bingo hall occupies a 1,614m² space at third floor level in the existing building. This use would be lost as part of the development and would not be catered for in the proposed development or elsewhere in the Town Centre. The applicant's Demand Assessment indicates that market for venue-based bingo is declining with a growing trend for online gaming. The assessment goes on to state that there are eight other bingo venues within 21 miles of the proposal site. Notwithstanding the above, Core Strategy (2012) policy CS2 establishes a presumption against the loss of entertainment facilities in Woking Town Centre and the proposal would therefore conflict with this policy.
25. As discussed elsewhere in this report, overall the proposal would result in a positive regenerative effect on this part of the town centre through the provision of new public realm, new active frontages and commercial uses at ground floor level and a new pedestrian linkage through the site. The proposal would also result in the provision of new dwellings in highly sustainable location and would make efficient use of previously developed land. The existing bingo hall makes relatively inefficient use of land and the public benefits outlined above are considered to outweigh the harm caused by the loss of an existing entertainment facility.

Hotel:

26. The Metro Hotel occupies a building of up to six floors and is accessed via Chertsey Road. The hotel is understood to contain 26x rooms and is approximately 800m² in area. Whilst the Core Strategy (2012) establishes Woking Town Centre as the preferred location for hotel development, there is no policy presumption against the loss of existing hotel facilities. As part of the Victoria Square development, a new 23x storey, 189x bed hotel is under construction and the town centre is currently served by a range of other hotels. In this context, the town centre is considered well-served by hotel accommodation and the loss of the existing hotel in the context of its replacement with a high density mixed use development is considered consistent with the aims of the Development Plan and is not considered to result in an undue loss of hotel accommodation.

Proposed Uses:

27. The proposal site is within the Primary Shopping Area and Secondary Shopping Frontage of Woking Town Centre as defined by the Woking Core Strategy (2012). Core Strategy (2012) policy CS2 establishes Woking Town Centre as the primary focus for economic development in the borough and requires development to contribute towards the functionality of the centre and to add to its attractiveness and competitiveness. The general thrust of policy CS2 is to preserve the vitality and viability of the Town Centre as the commercial hub of the Borough and states that "*The primary shopping area comprises primary and secondary frontages and will be the main focus, particularly at ground floor level, for A1 retail uses. A1 retail uses will therefore be protected within the primary frontages*".
28. The proposal incorporates three commercial units at ground floor level fronting onto Chertsey Road in A1(retail)/A2(financial and professional services)/A3(restaurant or café) use. Unit 1 would be the largest unit measuring 500m² on the south-eastern corner of the site fronting both Chertsey Road and the adjacent area of public realm. Unit 2 would measure 166m² and would front both Chertsey Road and the proposed courtyard and Unit 3 would also front both Chertsey Road and the courtyard with an area of 298m². The provision of these ground floor commercial uses is considered to animate the Chertsey Road frontage and the proposed courtyard and are considered

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to contribute positively to the vitality and viability of the Secondary Shopping Frontage and the wider Town Centre. The proposal is therefore considered consistent with the aims of policy CS2 in this regard.

Summary:

29. Overall, in the context of the facilities being provided as part of the new Victoria Square development, the proposal would not result in the loss of a conference facility in the Borough. As part of the Red Car Park development, new D2 floor space is being provided comparable to The Big Apple. The proposal includes the provision of a D1/D2 space which is considered to provide a large, flexible, multi-function space which is capable of accommodating the existing community uses which are currently accommodated in the HG Wells Centre. Existing uses on the site are therefore being re-provided elsewhere in the Town Centre or as part of the proposed development.
30. Whilst the existing hotel, bingo hall and drinking establishment would not be re-provided, the regenerative effect of the proposed development is considered a significant public benefit which outweighs the conflict with the Development Plan discussed above.
31. Whilst the proposal would not fully accord with the requirements set out in the draft Site Allocations DPD, as discussed above the conference facility is being provided elsewhere in the Town Centre and the proposal is considered consistent with the aims of the DPD in providing a mixed use development which better utilises the proposal site and results in a regenerative effect on this part of the Town Centre. Whilst it would be desirable for the site to be developed along with neighbouring sites, the planning application must be assessed on its own merits and proposal is not considered to prejudice the development potential of neighbouring sites.
32. Overall the proposal is considered consistent with the aims of the Development Plan and the aspirations of Woking Town Centre and the proposal is considered acceptable in principle in land use terms.

Character and Design:

33. The existing building dates from the 1970s and 1990s and is considered to have limited architectural quality. The Church Street East frontage is predominately blank and inactive, as is the eastern elevation of the existing building which faces an area of adjacent public realm. The existing building is not therefore considered to contribute positively to the street scenes of Chertsey Road or Church Street East or the character of the surrounding area generally. The demolition of the existing buildings and redevelopment of the site can therefore be considered acceptable subject to the detailed layout, design, bulk and massing of the proposed development.

Policy Context:

34. Core Strategy (2012) policy CS1 'A Spatial Strategy for Woking Borough' establishes Woking Town Centre as the primary focus for sustainable growth and states that "*In the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without comprising on its character and appearance and that of nearby areas*". The reasoned justification for policy CS1 goes on to state that "*Tall buildings can act as gateway and focal points in the Town Centre and they can represent the efficient use of land...*".
35. Policy CS2 'Woking Town Centre' places great weight on high quality development in the Town Centre and states that "*New Development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land,*

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contribute to the functionality of the centre and add to its attractiveness and competitiveness”.

36. Policy CS21 ‘Design’ states that tall buildings can be supported in the town centre where they are well designed and can be justified within their context requires development proposals to *“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 12 of the NPPF (2019) 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”* and requires development proposals to *“add to the overall quality of the area...”*, to be *“visually attractive as a result of good architecture...”*, to be *“sympathetic to local character and history, including the surrounding built environment...”* and *“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”*.
37. The Woking Design (2015) SPD establishes that the criteria against which tall buildings will be considered as set out below:
- “1. 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. 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 the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces”*
38. The proposal has been subject to extensive pre-application discussions and was subject to three Design Review Panels chaired by Design South East. As a result of this process the layout, design, bulk and massing of the development has been refined to reflect the comments of Officers and the Design Review Panel. The most recent comments from the Design Review Panel are supportive of the proposal subject to several refinements. It is considered that the proposed plans sufficiently respond to and reflect the comments of the Design Review Panel.

Height:

39. The proposal includes a tower of up to 28x storeys positioned in the norther section of the site and a lower five storey element fronting Chertsey Road in the southern part of the site and surrounding the courtyard created by the proposed development.
40. As discussed above, Core Strategy (2012) policies CS1 and CS21 set out that tall buildings can be considered acceptable in Woking Town Centre where they are of high design quality and appropriate to their context. There is an emerging character in Woking Town Centre for high density developments and tall buildings established by the Victoria Square development which is currently under construction and includes towers of 34x, 30x and 23x storeys (PLAN/2014/0014) and Woking is generally characterised by a modern and varied townscape. Other existing tall buildings in the Town Centre include the New Central development at 21x storeys, the ‘Centrium’ development at 16x storeys and Export House at 17x storeys. It is acknowledged that these buildings are predominately located towards the west and south-west of Woking

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Town Centre however there are relatively large scale buildings in the vicinity of the proposal site including Enterprise Place which is residential building of nine storeys to the north-east and Dukes Court to the east which is a large eight storey office building.

41. There are however other current live planning applications close to the proposal site which propose tall buildings. These include the proposed erection of 40x storey building at No.81 Commercial Way (PLAN/2019/0611), a 34x storey building at Concord House (PLAN/2018/0660) and a 12x storey building adjacent to the site at No.46 Chertsey Road (PLAN/2017/0802). Although No.81 Commercial Way and Concord House are not yet determined, collectively these proposals would contribute towards a cluster of tall buildings in the eastern section of Woking Town Centre.
42. The proposal site sites on Church Street East which is a key gateway location to Woking Town Centre approaching from Chertsey Road to the north-east where the built environment is currently of limited quality without any landmark buildings. A tall building in this location is considered to act as a focal point in a key gateway location to the Town Centre and would contribute towards an emerging cluster of taller buildings to the east of the Town Centre and in the Town Centre generally. The building would be 28x storeys which would be lower in height than the buildings proposed at No.81 Commercial Way and Concord House which gives a variation in roof heights and would create a varied and interesting skyline.
43. The principle of a building of 28x storeys in this location can therefore be considered acceptable in principle subject to the detailed design of the building and its relationship with its surroundings.

Townscape and Visual Impact:

44. The application is accompanied by a Heritage, Townscape and Visual Impact Assessment which assesses the impact on key viewpoints in Woking and surrounding areas both in isolation and cumulatively with other tall building proposals and is informed by Actual Visual Representations of the proposed development. The assessment assesses the townscape value of different areas, the susceptibility to change of these areas (categorised as high, medium or low) and the magnitude of impact the proposed development would have on townscape character (categorised as high, medium, low, negligible or neutral). A similar assessment and methodology is applied to assess the visual impact on different views. The overall significance of townscape and visual effects are categorised as being beneficial, adverse or neutral. The assessment includes 24x viewpoints around Woking, including long-distance views from Knaphill, Chobham Common, Sutton Green and Guildford.
45. The assessment concludes that for the majority of viewpoints, the proposed development both singularly and in combination with other developments would have a negligible to minor beneficial townscape and visual impact. A key view of the proposed development would be from Jubilee Square to the south-west of the proposal site. The building would be clearly visible in this viewpoint but the distance from the viewpoint and the height of the building is considered to result in a development which does not loom over the square or Christ Church and is considered to add an element of visual interest to the townscape from this viewpoint. When considered cumulatively with No.81 Commercial Way, the proposal would largely be screened by this development from this viewpoint. The assessment concludes a minor adverse townscape and visual impact when seen in isolation and a minor adverse to negligible effect cumulatively.
46. A key view of the proposed development would be from Chertsey Road to the south. The north-east to north-west alignment of Chertsey Road and its relatively narrow

nature means that views along the road guided by the axis of the road. The set-back of the tower element means that the tower would not terminate views along Chertsey Road however a key view would be from the junction of Chertsey Road and Chobham Road looking north-east where the tower would be clearly visible and this viewpoint is within the Town Centre Conservation Area. The set-back of the tower is considered to offer a degree of detachment from the smaller buildings on Chertsey Road and the varied roof height and open-framed crown of the tower is considered to limit the sense of bulk and massing of the building. The tower is not considered to loom over Chertsey Road and would add visual interest to the townscape in this location. The assessment concludes a minor beneficial to negligible townscape and visual impact when seen in isolation and cumulatively. The tower would not be prominent in views from the junction of Chertsey Road and Duke Street looking south-west along Chertsey Road; this view would primarily of the five storey block fronting Chertsey Road which is consistent with the scale of surrounding development.

47. Another key perspective would be from Commercial Way looking north-east from near the junction with Church Path. The tower element would be positioned towards the north of the site which means the tower would not generally terminate the view along the axis of Commercial Way but would still be clearly visible from the north-eastern end of Commercial Way. The building would be clearly visible from this viewpoint and would add a degree of visual intrusion into the existing townscape however the varied roof height of the building and its orientation would limit the perceived bulk and massing of the building. The assessment concludes a minor adverse townscape and visual impact when considered cumulatively and a minor beneficial impact when considered singularly.
48. A key view of the building would be approaching the site at the roundabout to the north-east which is something of a 'gateway' to the Town Centre. The building would be viewed in the context of existing large scale buildings in the immediate area at Enterprise Place and Dukes Court and is considered to complement and add interest to the existing townscape and is considered an appropriate scale of development for a gateway location to the Town Centre. The assessment concludes a minor beneficial townscape and visual impact when considered both singularly and cumulatively
49. Another key approach to the Town Centre is from Chobham Road to the north and the assessment includes a view from the Chobham Road Bridge over the Basingstoke Canal. The building would be visible over the top of existing buildings and would add variety and interest to the townscape when viewed from this direction and cumulatively would be viewed in the context of other larger buildings. The assessment concludes a negligible to minor beneficial townscape and visual impact when considered both singularly and cumulatively.
50. Longer distance views have also been assessed as part of the submitted Heritage, Townscape and Visual Impact; namely from Waterer's Rise in Knaphill, Chobham Common, Sutton Green, the Hog's Back in Guildford and Bright Hill in Guildford. Whilst the proposed building would be perceptible from these viewpoints and would protrude above the existing skyline in this part of Woking Town Centre, the tower would be viewed in the context of other tall buildings in Woking including Victoria Square and Export House. As discussed above, if other tall building proposals are consented and built, the proposal would be viewed in the context of these buildings in a cluster towards the eastern end of Woking Town Centre. Whilst the proposal would alter the skyline, this is not considered to result in an unduly harmful or jarring visual impact in the context of the existing skyline. The submitted assessment concludes a negligible to minor adverse impact on long-distance views. Whilst the tower would be finished in a light coloured brickwork, this is not considered to result in a visually

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intrusive or jarring appearance, particularly as the residential towers of Victoria Square and Export House are finished in similarly light-coloured materials (limestone and concrete).

51. Whilst the proposed tower would be prominent in viewpoints around Woking and would result in significant change to the townscape and to existing views in, the juxtaposition of height and scale is considered consistent with the emerging character of Woking Town Centre and its existing modern and varied townscape. The townscape impact of the proposed development is considered to be mitigated by the varied roof height and elevations of the building and the design quality of the building generally.
52. Overall the height and scale of the proposed development is considered consistent with the emerging character of Woking Town Centre and the trend for taller buildings. The building would add a new feature to the townscape and skyline of Woking and would contribute towards a skyline of varied building heights which is considered to add visual interest and variation to the townscape locally and to the skyline, including from key long-distance views.

Design, Bulk and Massing:

53. The proposed tower is roughly 'L-shaped' comprising two intersecting rectangular elements. The tower would be up to 28x storeys in height and would adopt a varied roof profile with lower elements of 25x and 22x storeys.
54. The widest face of the tower would be the 28x storey element which faces north-west; this would have a width of 32.6m but a narrower depth of 17m. The second element would be 27m in width and 17m in depth and would be set-back 6.4m from the taller element. Whilst these would have relatively wide elevations, the sense of bulk and massing is diminished by the narrower depth of the tower elements, their rectangular forms and the overall 'L-shaped' footprint of the tower. The north-west elevation would also be broken-up through the use of contrasting brickwork, the adoption of shadow gaps and semi-recessed balconies. At the roof levels double-height architectural crowns would be adopted in the form of extruded open brick frames. This is considered an appropriate way to terminate the roofs of the building and add visual interest and help to diminish the sense of bulk and massing at the top of the buildings. Overall the proposal is considered to result in a well-proportioned tower with an acceptable bulk and massing.
55. The tower is defined by a brick frame with window openings arranged vertically in groups of three in the form of inset panels. Window openings would be flanked by angled bronze cladding panels. The use of inset panels, shadow gaps, soldier courses and window reveals all add relief, texture and visual interest to the elevations and are considered to result in a well-detailed and high quality elevation treatments. The tower element is proposed to be finished in light and medium shades of grey brickwork. Brick is considered a high quality material choice which would give a contemporary appearance whilst reflecting the prevalence of brick in Woking Town Centre.
56. The block fronting Chertsey Road would be five storeys. Building heights along Chertsey Road are typically three to four storeys however there are examples of buildings up to five storeys. The block fronting Chertsey Road would be adjacent to No.26-34 Chertsey Road which are two to three storeys and would be approximately 3m taller than No.26 Chertsey Road which forms the corner plot with Chobham Road to the south-west. The block fronting Chertsey Road is considered consistent with the prevailing height and massing of development along Chertsey Road.

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57. The Chertsey Road frontage is proposed to be finished in a red brick to reflect the prevailing materials along Chertsey Road. The two taller elements at either end of the Chertsey Road frontage are proposed to be finished in a lighter grey brickwork. This is considered to 'book end' the proposed development and the colour of the brickwork is considered to reflect the contrasting materials found in the stone detailing and architectural elements found on buildings along Chertsey Road.
58. The top floor of the block fronting Chertsey Road would be in the form of a mansard roof finished in zinc. The ground floor facing Chertsey Road would predominately comprise glazed shop fronts divided into bays. Each alternate bay would be marked by an arched shopfront which reflects the distinctive arched first floor windows found opposite the proposal site. These alternate bays are also demarcated with projecting bay window features which extend from second floor level to the top of the building. These features would be finished in contrasting zinc and are considered a contemporary interpretation of the projecting bay windows which are common on older buildings along Chertsey Road. The building adopts a strong vertical emphasis with bays marked out with groups of vertically arranged windows and bay windows. Full-height window openings would be contained within recessed panels with areas of patterned brick detailing and brick soldier courses would run horizontally across the building. These features are considered to add architectural and visual interest to the Chertsey Road frontage which pick up on the traditional design features found along Chertsey Road. The resulting building is considered to be richly detailed and of high design quality which responds well to its context.
59. The vertical emphasis and arrangement of window openings described above, the inset panels and bay windows and the alternative arrangement of arched shopfronts are considered to break-up the bulk and massing of the Chertsey Road frontage and are considered to reflect the prevailing finer grain of development along Chertsey Road.
60. The part of the building facing the proposed and linking the five storey element to the tower would face the proposed courtyard and would be four storeys and would be finished in light grey brickwork. This would offer contrast with the red brick of the Chertsey Road block and would add variety and interest to the proposed courtyard. The four storey element is considered of an appropriate height and scale for the courtyard space.
61. The proposal site adjoins No.46 Chertsey Road to the north-east which is occupied by the former Rat and Parrot Public House. There is an extant consent for redevelopment of the site to comprise a 12x storey building in a cruciform footprint; whilst this has not been implemented, consideration needs to be given to the visual relationship between the proposed and consented development, should it be implemented. The tower element of the proposal would be set-in from the boundary with this neighbour by 9.5m which is considered to offer appropriate visual separation. Where the development adjoins the site the proposal would be up to five storeys which is considered to result in acceptable visual relationship. The south-western elevation where the site adjoins Crown House would not be prominent in the street scene due to the presence of Crown House.

Active Frontages:

62. The proposed development would animate the Chertsey Road frontages through the provision of shopfronts serving the proposed commercial units. The proposal site forms a corner plot at the eastern section of the site where the site adjoins an area of existing public realm which is currently presented with a blank and inactive façade.

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The proposal addresses the corner plot by utilising window openings and shop frontages on both elevations. The cycle store entrance would also be positioned on the north-eastern elevation facing the existing area of public realm which is identified as being a glazed frontage which would contribute towards an active frontage.

63. The 'book-end' blocks are of a simpler, contemporary design expressed by a brick frame with square inset-panels. These elements are considered to express balanced and well-considered elevations. The south-western elevation of the block fronting Chertsey Road would be visible from Chertsey Road and the use of inset square panels is proposed to animate an otherwise blank elevation. These features are also adopted on the north-eastern elevation of the five storey element in the north-east corner of the site on Church Street East and this is considered an appropriate treatment for a flank elevation.
64. The Church Street East frontage would feature the vehicular entrance to the basement car park, the bin store, plant space and a secondary residential entrance. Whilst these are relatively inactive uses, the plans do identify opportunities for glazing at ground floor level which would serve to provide a degree of animation at ground floor level. In any case, Church Street East is not characterised by active frontages and the proposed development is considered to result in visual interest and an improvement compared to the existing situation.
65. Overall the proposal is considered to adequately address its frontages onto Chertsey Road, Church Street East and the proposed public realm would provide new active frontages on elevations which are currently blank and inactive.

Layout, Public Realm and Landscaping:

66. Historically, there was a route through the middle of the site which continued from Commercial Way to the junction with Duke Street to the east. As with most of Woking Town Centre, the historic pattern of roads has altered significantly since the mid C20 and the route through the site no longer exists. The proposal incorporates an area of public realm forming a courtyard and a pedestrian route through the development linking to Chertsey Road. The provision of a route through the site was considered important during pre-application discussions and by the Design Review Panel which has resulted in the route being incorporated into the proposal. The provision of this pedestrian link would revive a historic route through the site and would improve the pedestrian permeability of the proposal site and the town centre generally. The proposal is considered consistent with the NPPF (2019) which promotes the creation of attractive and legible pedestrian routes.
67. The proposed developed would adopt a 'horseshoe' arrangement around an area of public realm in the south-west of the site. This space would be accessed from the existing public realm outside the existing Big Apple and Crown House and would be approximately 500m² in area. This space incorporates hard and soft landscaping including tree planting and the plans indicatively show high quality hard landscaping which is similar in appearance to the public realm along Commercial Way. The public realm would be animated by active frontages comprising the entrance to the proposed D1/D2 unit, the principal residential entrance and lobby area and two proposed commercial units. This space would therefore be animated by footfall and would be well overlooked by windows facing the courtyard and from external amenity areas at first floor level. The proposal presents an opportunity for restaurant/café uses with external seating areas which would provide further animation and vibrancy to this space.

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68. The proposed development would result in the provision of an area of public realm at the terminus of Commercial Way which is considered to act as an 'anchor' at the end of Commercial Way which is key route through the town centre and terminated to the south-west by the new Victoria Square public realm. The proposal is considered to complement and enhance the public realm in Woking Town Centre and is considered consistent with the aims of the aspirations of the Development Plan for Woking Town Centre. The proposal incorporates tree planting and soft landscaping as well as soft landscaping in the residents amenity space at first floor level and on roof terraces at levels 22 and 25 which represent elements of urban greening in the town centre.
69. The combination of the provision of new public realm and landscaping, a pedestrian link through the site, ground floor commercial uses and active frontages and high quality design are considered to contribute towards a regenerative effect to a part of Woking Town Centre which is currently lacking in design quality.

Summary:

70. Considering the points discussed above, overall the proposal is considered to result in a tower of an acceptable height, bulk and massing which would be consistent with the emerging character of Woking Town Centre and the trend for taller buildings. The building would add a new feature to the townscape and skyline of Woking and would contribute towards a skyline of varied building heights which is considered to add visual interest and variation to the townscape locally and to the skyline, including from key long-distance views. The proposed development is considered to exhibit high quality design which responds well to its context and is considered to contribute towards a regenerative effect to a part of Woking Town Centre.

Impact on Heritage Assets:

71. The proposal has the potential to affect Heritage Assets in the form of locally and statutorily listed buildings, Conservation Areas and archaeology. The NPPF (2019) attaches great weight to the desirability of preserving and enhancing Heritage Assets and states that:

“When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation...Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification...Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”

72. Woking Core Strategy (2012) policy CS20 'Heritage and Conservation' and Woking DMP DPD (2016) policy DM20 'Heritage Assets and their Settings' seek to preserve and enhance Heritage Assets and their settings. Furthermore Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a statutory duty on decision makers to have '*special regard to the desirability of preserving the building or its setting...*' whilst Section 72(1) places a statutory duty on decision makers to have 'special regard' to preserving or enhancing the character of Conservation Areas.
73. The application is accompanied by a Heritage, Townscape and Visual Impact Assessment and an Archaeological Desk-Based Assessment which assess the

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potential impact on Heritage Assets. The assessment describes the significance and value of Heritage Assets and their settings the potential impact on the significance of Heritage Assets (categorised as adverse, neutral or beneficial).

Conservation Areas:

74. The proposal site is not within a Conservation Area but borders the Woking Town Centre Conservation Area to the south. The Woking Town Centre Conservation Area is characterised by the original Victorian/Edwardian commercial development centring around Woking Train Station and features Victorian and Edwardian commercial buildings typically three to four storeys in height characterised by red/orange brickwork, stonework and ornate architectural features. The special character of the Conservation Area is derived from the intact nature of the original Victorian/Edwardian buildings, their design quality and the unity in materials. The existing building is predominately two storeys where it fronts the Conservation Area on Chertsey Road and is finished in brown brick with canopies projecting over the pavement, whilst there are active frontages facing Chertsey Road, the north-east facing elevation near the junction with Duke Street presents a predominately blank and inactive frontage facing the adjacent area of public realm which has an unprepossessing appearance. Whilst some attempt has been made in the design of the existing building to adopt traditional window proportions, overall the existing building is considered of limited design quality and is not considered to contribute positively towards the special character of the Conservation Area.
75. The Heritage, Townscape and Visual Impact Assessment assesses a key view from within the Conservation Area at the junction of Chertsey Road and Chobham Road. As discussed above, the north-east north-west alignment of Chertsey Road and its relatively narrow nature means that views along the road guided by the axis of the road and the set-back of the tower element means that the tower would not terminate views along Chertsey Road. The set-back of the tower is considered to offer a degree of detachment from the smaller buildings along Chertsey Road and is not considered to loom over the Conservation Area or result in an unduly visually overbearing relationship with the Conservation Area. The setting of the Conservation Area is considered to be derived from its evolving urban context and significant change to the urban environment surrounding the Conservation Area is not considered to compromise its special character, setting or significance.
76. As discussed above, the block fronting Chertsey Road is identified as being finished in a red coloured brick which reflects the prevailing palette of materials in the Conservation Area and the use of brick detailing and stone corbel detailing is considered a contemporary interpretation of the ornate detailing of buildings in the area. The arched shopfronts echoes the distinctive arched windows opposite the site. These features are considered to add visual interest and articulation to the Chertsey Road frontage. Overall the proposal is considered to result in high quality, richly detailed building which contributes positively towards the special character of the Conservation Area and would replace an unprepossessing building which does not contribute positively to the special character of the area. Overall the proposal is considered to preserve the special character and setting of the Conservation Area.
77. Other Conservation Areas in the wider area include the Basingstoke Canal and Wheatsheaf Conservation Areas to the north. Whilst glimpses of the proposed tower would be possible from points within these and other Conservation Areas, it would be viewed in the context of other all buildings and a modern townscape. Overall the proposal is considered to preserve the special character and setting of other Conservation Areas.

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Listed Buildings:

78. There are three statutory listed buildings in Woking Town Centre and within 500m of the proposal site; namely Christ Church (Grade II) and the Woking War Memorial (Grade II) in Jubilee Square and the Woking Signal Box on railway land to the south-west of Woking Train Station. In addition, there are numerous locally listed buildings within the Town Centre, predominately within the Woking Town Centre Conservation Area to the south-west of the proposal site.
79. Christ Church (Grade II) is located on Jubilee Square approximately 100m from the proposal site at its nearest point to the south-west. The historic setting of Christ Church has changed significantly since it was built due to the significant urban change in the Town Centre from the mid-C20. Nonetheless Christ Church is the dominant building on Jubilee Square and the square contributes to its setting and the wider setting is defined by the modern townscape of the Town Centre. As discussed above, the tower element of the proposal would be clearly visible from Jubilee Square looking north-east however the height of the tower and the separation distance means that that the tower is not considered to loom over the square or Christ Church and is considered to add an element of visual interest to the backdrop of Christ Church. Nonetheless there would be a degree of visual intrusion in views of Christ Church and thus would impact on its setting. The Woking War Memorial is also located in Jubilee Square and is viewed in the context of Christ Church; the setting of the War Memorial has also changed significantly over time and the setting is primarily derived from its immediate surroundings on Jubilee Square and the proposal is not considered to detrimentally impact on the setting of this listed building and would preserve the setting of this building.
80. The submitted Heritage, Townscape and Visual Impact Assessment concludes an overall minor to negligible impact on the setting of Christ Church and the War Memorial. The proposed building at No.81 Commercial Way (PLAN/2019/0611) would be taller than the proposed development and positioned closer to Christ Church and when considered cumulatively, the proposed building at No.81 Commercial Way would largely screen the proposed development from view. Considering the points discussed above the proposal is considered to result in some minor harm to the setting of Christ Church.
81. The harm identified above is considered to amount to 'less than substantial' harm in the context of Paragraph 196 of the NPPF (2019); the harm must therefore be weighed against the public benefits of the proposal. As discussed elsewhere in this report, the proposal is considered to result in a positive regenerative effect on this part of the Town Centre through the provision of new public realm, new commercial floor space at ground floor level and a new pedestrian linkage through the site, would achieve high quality design and would result in the provision of new dwellings in a sustainable location and make an efficient use of brownfield land. These are considered to constitute public benefits which clearly and demonstrably outweigh the less than substantial harm caused to the setting of listed buildings described above.
82. The only other listed building within 500m of the proposal site is the Woking Signal Box however the setting of this building is considered to be derived solely from the railway land which immediately surrounds it. Other listed buildings in the wider area are considered a sufficient distance from the proposal site in order to not be unduly impacted upon by the proposal. The proposal would be visible in some longer distance views from other listed buildings, including in other Boroughs. However the proposed development would be a considerable distance from these buildings and in longer distance views the proposal would be viewed in the context of the existing modern and varied skyline and townscape of Woking which already features tall

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buildings. The proposal is therefore considered to preserve the setting of other listed buildings in the wider area.

Locally Listed Buildings:

83. There are numerous locally listed buildings within Woking Town Centre, including the O'Neil's Public House to the south south-west and the proposal would be clearly visible in some views to and from these buildings. The presence of the development however is not considered to harm the character or significance of these buildings or their setting.

Archaeology:

84. The proposal site is not within an area of High Archaeological Potential however the application is accompanied by a desk-based archaeological assessment which assesses the archaeological potential of the proposal site. The assessment concludes that the site is likely to have low archaeological potential and therefore no mitigation measures are recommended. The Surrey County Council Archaeologist has reviewed the assessment and raises no objection; the proposal is therefore considered acceptable in this regard.

Impact on Surrounding Properties:

85. There are residential neighbours in the surrounding area and the proposed building would introduce extra height, bulk and massing on the proposal site. Core Strategy (2012) policy CS21 'Design' requires development proposals to "*Achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook*". In terms of potential overlooking and loss of privacy, the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) sets out recommended separation distances for different relationships and different building heights. For three storey development and above the SPD recommends a minimum separation distance of 15m for 'front-to-front' relationships and 30m for 'rear-to-rear' relationships to avoid undue overlooking however these standards are advisory and the SPD makes clear that the context of development proposals will be of overriding importance.
86. In terms of potential impact on daylight and sunlight, the Building Research Establishment (BRE) have set out guidelines for assessing such impacts ('Site Layout Planning for Daylight & Sunlight. A Guide to Good Practice' 2011). The BRE guidance states that "*If, for any part of the new development, the angle from the centre of the lowest affected window to the head of the new development is more than 25°, then a more detailed check is needed to find the loss of skylight to the existing buildings*". The BRE Guide is, however, a guide and compliance is not mandatory, since the actual effect can be influenced by other factors.
87. 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 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. This is reflected in the National Planning Practice Guidance 'Effective Use of Land' which states that "*...in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and*

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sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings” (Paragraph: 007 Reference ID: 66-007-20190722).

88. It is also a material consideration that Paragraph 123(c) of the NPPF (2019) 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)”*.

Daylight:

89. The BRE guidelines set out several methods for calculating loss of daylight. The two methods predominantly used are those involving the measurement of the total amount of skylight available (the Vertical Sky Component (VSC)) and its distribution within the building (Daylight Distribution). VSC is the ratio, expressed as a percentage, of the direct sky illuminance falling on a reference point (usually the centre of the window) to the simultaneous horizontal illuminance under an unobstructed sky (overcast sky conditions). According to the BRE guidance, if the VSC measured at the centre of a window, is at least 27% then enough daylight should still reach the window of the existing building. If the VSC, with the new development in place, is both less than 27% and less than 0.8x its former value, occupants of the existing building will notice the reduction in the amount of light.
90. The Daylight Distribution method takes account of the internal room layouts of the rooms in question and indicates how well daylight is distributed within the room. The BRE guidance states that daylight may be adversely affected if the daylight distribution figure is reduced to less than 0.8x its former value (i.e. no more than a 20% loss).

Sunlight:

91. With regards to potential loss of sunlight; analysis is undertaken by measuring annual probable sunlight hours (APSH) for the main windows of rooms which face within 90° of due south. The BRE guidelines propose that the appropriate date for undertaking a sunlight assessment is on 21st March. Calculations of both summer and winter availability are made with the winter analysis covering the period from the 21st September to 21st March. Sunlight availability may be adversely affected if the centre of the window:
- receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21st September and 21st March and;
 - receives less than 0.8x its former sunlight hours during either period and;
 - has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.
92. The application is supported by a detailed Daylight and Sunlight Report which assesses the loss of light impact on surrounding neighbours in detail. Where the proposal would result in loss of light, the report categorises the impact as minor, moderate or major.
93. The report assess the impact on a number of neighbours in the area and the neighbours which are classified as experiencing a noticeable loss of light are discussed below. The assessment includes the impact of the proposed development in isolation and cumulatively with other nearby proposals. The ‘worst case scenario’

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has formed the basis of the below assessment which is typically the cumulative scenario. A summary of results from the Daylight and Sunlight Report for VSC, Daylight Distribution and APSH for the future cumulative scenario is set out in Figure 6 below.

No.29-47 Chertsey Road:

94. No.29-47 Chertsey Road are properties to the south and south-west of the proposal site with commercial uses on the ground floor and residential units at first floor level and above. In terms of the cumulative impact, of the 74x windows assessed, 25x would meet BRE guidance with regards to VSC. 9x of the windows are classified as experiencing a minor adverse loss of light, 21x a moderate adverse loss of light and 19x a major adverse loss of light.
95. With regards to the Daylight Distribution test, of the 27x rooms assessed, 7x meet the BRE guidance. 2x rooms are classified as experiencing a minor adverse impact and 18x a major adverse impact. With regards to sunlight, 20x of the 21x windows would meet the relevant BRE guidance and 1x window would experience a minor loss of light impact.
96. Given the above, the overall impact on neighbours at No.29-47 Chertsey Road is considered a major adverse impact. The assessment notes however that the existing properties are already generally poorly lit with the majority of windows not achieving 27% VSC. It is also noted that the parts of the development nearest these neighbours would be five storeys which is comparable with the surroundings on Chertsey Road. The proposal would therefore create a relationship which is typical along Chertsey Road where relatively tall buildings are positioned opposite each other on a relatively narrow road. As discussed above, the BRE guidance and National Planning Practice guidance states that lower daylight and sunlight levels may be unavoidable in urban locations where new development is designed to reflect its surroundings. In this context, the proposal is not considered to result in an undue overbearing impact on these neighbours.
97. In terms of potential overlooking, the Chertsey Road block would have a separation distance of 11.2m to the neighbours on the opposite side of Chertsey Road. Although this falls short of the recommended minimum of 15m set out in the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008), the separation distance considered is considered appropriate given the town centre location of the proposal site and would be consistent with existing separation distances along Chertsey Road. The tower would be in excess of 40m from these neighbours. The proposal is not therefore considered to result in an undue overlooking or loss of privacy impact and the separation distances are not considered to result in an undue overbearing impact considering the town centre location of the proposal site.

No.59 Chertsey Road:

98. This neighbour is positioned opposite the proposal site on the corner of Chertsey Road and Duke Street. 6x of the 7x windows assessed would not meet the BRE guidance for VSC. 5x of these would experience a major adverse impact and 1x a moderate adverse impact. This would result in a major adverse impact on daylight. The impact on sunlight would however be within the BRE target criteria.

O'Neil's, Chobham Road:

99. This neighbour adjoins the site to the south-west and features residential accommodation in the upper floors. In terms of the cumulative impact on VSC, of the

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4x windows assessed, 2x would experience a moderate loss of light impact and 1x would experience a minor impact.

No.1-7 Chobham Road:

100. These are first floor neighbours positioned approximately 36m from the proposal site at their nearest point to the south-west. The assessment concludes that the impact on daylight and sunlight on all of the windows within this development would be within BRE guidance. The separation distances are not considered to result in an undue overbearing impact considering the Town Centre location of the proposal site.

No.32 Chertsey Road:

101. This is a first floor neighbour to the south-west. The assessment concludes that the impact on daylight and sunlight on all of the windows within this development would be within BRE guidance. The windows of this neighbour do not directly face the proposed development and the proposal is not considered to result in an undue overbearing impact.

No.50-54a Chertsey Road:

102. These are first floor neighbours positioned to the north-east of the proposal site. The assessment concludes that the impact on daylight and sunlight on all of the windows within this development would be within BRE guidance. The windows of this neighbour do not directly face the proposed development and the proposal is not considered to result in an undue overbearing impact.

Bramwell Place and William Booth Place:

103. These are six storey blocks of flats approximately 128m to the north-east of the proposal site. The assessment concludes that the impact on daylight and sunlight on all of the windows within this development would be within BRE guidance. The separation distances are considered sufficient to avoid an undue overbearing impact considering the town centre location of the proposal site.

No.11-20 The Broadway:

104. These are first floor neighbours positioned a minimum of approximately 60m to the south of the proposal site at its nearest point. The assessment concludes that the impact on daylight and sunlight on all of the windows within this development would be within BRE guidance. The separation distances to these neighbours are not considered to result in an undue overbearing impact considering the town centre location of the proposal site.

Century Court, Victoria Way:

105. Century Court is a four storey block of flats on Victoria Way approximately 130m to the north of the proposal site. The assessment concludes that the impact on daylight and sunlight on all of the windows within this development would be within BRE guidance. This, coupled with the separation distance is considered to result in an acceptable relationship in terms of potential loss of light, overlooking and overbearing impacts.

Enterprise Place, Church Street East:

106. This is a nine storey block of flats positioned approximately 31m from the proposal site at its nearest point and is positioned on the opposite side of Church Street East to the north-east. The windows of this development are orientated away from the proposed development and so the proposed development would not be located opposite the windows in question. The separation distance and the orientation of Enterprise Place relative to the proposed development is considered sufficient to avoid an undue overbearing, loss of light or overlooking impact.

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No.46 Chertsey Road – Former Rat and Parrot (PLAN/2017/0802):

107. This is a vacant Public House adjoining the site to the east. Whilst this neighbour does not feature residential units as present, there is an extant consent for a 12x storey residential building. The consented building was designed to avoid single-aspect habitable room windows on the flank elevations, including the flank elevations facing the proposal site. The Daylight and Sunlight Report assesses the potential loss of light impact on this development and concludes that cumulatively with other developments, the impact on VSC on 91x of the 110x windows assessed would be within BRE target criteria. Of the 19x windows that do not meet the criteria, 5x of these are classified as experiencing a major adverse loss of light impact, 10x a moderate impact and 4x a minor impact. However the assessments notes that the windows which do not comply with the guidance are secondary windows serving rooms which are served by other windows which do meet the guidance. All the rooms assessed would meet the relevant Daylight Distribution test. On the basis of the above, the proposal is not considered to result in an undue loss of daylight to this development.

108. 54x of the 77x windows assessed would meet the APSH target criteria for sunlight. Of the windows which do not meet the criteria for sunlight, 9x would experience a minor adverse impact and 14x would experience a major adverse impact.

No.81 Commercial Way – Former BHS store (PLAN/2019/0611):

109. This is a large commercial building located to the south-west. Whilst this features no residential units, there is a current planning application for the redevelopment of the site comprising 40x storeys. The Daylight and Sunlight Report assesses the potential loss of light impact on this development. In terms of VSC, the assessment concludes that 221x of the 262x windows assessed would meet the BRE guidance. Of the 41x windows which would not meet the guidance, 32x of these would experience a minor adverse loss of daylight impact and 9x would experience a moderate impact. If the Daylight Distribution method is used, 9x rooms would experience a minor impact and 24x would experience a moderate impact. The impact on sunlight would however be within the BRE target criteria.

110. The proposed development would be located in excess of 40m from the proposed development at No.81 Commercial Way. The separation distance is considered sufficient to avoid an undue overbearing or overlooking impact and is considered to form an acceptable relationship with this development.

Concord House (PLAN/2018/0660):

111. This is an office building positioned approximately 85m to the west of the proposal site. Whilst there is a current planning application for the redevelopment of the site comprising 34x storeys. The Daylight and Sunlight Report assesses the potential loss of light impact on this development. The assessment concludes that the impact on daylight and sunlight on all of the windows within this development would be within BRE guidance.

Other neighbours:

112. Other neighbours in the wider area are a greater distance from the proposal site than the neighbours discussed above and the separation distances involved are considered sufficient to avoid an undue loss of light, overbearing or overlooking impact to neighbours.

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Summary:

113. As set out above there is some significant loss of light impact to neighbours at No.29-47 and No.59 Chertsey Road. However when balanced with the BRE guidance and National Planning Practice Guidance, such impacts are considered unavoidable in a Town Centre location where development is designed to reflect its surroundings. As set out in Figure 6 below, of the properties assessed, between 86% and 88% of the windows and rooms assessed by the Daylight and Sunlight Report would meet the relevant BRE target criteria for daylight and sunlight. The proposal is considered to result in a relatively small number of breaches of the guidance when considering the overall scale of the development and number of neighbours involved and overall the proposal is considered to achieve a high degree of compliance with BRE guidance.
114. Balancing these points, along with the benefits of the proposal and the requirement to make efficient use of land as set out in Paragraph 123 of the NPPF (2019), overall the proposed development is considered to form an acceptable relationship with surrounding neighbours in terms of loss of light, overbearing and overlooking impacts.

Figure 6 – Summary of VSC, DD and APSH Results in future cumulative scenario

Property	VSC Summary (Daylight)		Daylight Distribution Summary (Daylight)		APSH Summary (Sunlight)	
	Windows	Windows Compliant	Rooms	Rooms Compliant	Windows	Windows Compliant
1-7 Chobham Road	35	35	N/A	N/A	N/A	N/A
	-	100%	N/A	N/A	N/A	N/A
O'Neil's, Chobham Road	4	1	N/A	N/A	N/A	N/A
	-	25%	N/A	N/A	N/A	N/A
29-47 Chertsey Road	74	25	27	7	21	20
	-	34%	-	26%	-	95%
59 Chertsey Road	7	1	N/A	N/A	1	1
	-	14%	N/A	N/A	-	100%
32 Chertsey Road	2	2	N/A	N/A	N/A	N/A
	-	100%	N/A	N/A	N/A	N/A
50-52 Chertsey Road	5	5	N/A	N/A	3	3
	-	100%	N/A	N/A	-	100%
54-54a Chertsey Road	5	5	N/A	N/A	2	2
	-	100%	N/A	N/A	-	100%
11-18 The Broadway	40	40	20	20	N/A	N/A
	-	100%	-	100%	N/A	N/A
Regent House, 19-20 The	12	12	9	9	N/A	N/A

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Broadway	-	100%	-	100%	N/A	N/A
Bramwell Place	10	10	10	10	10	10
	-	100%	-	100%	-	100%
William Booth Place	6	6	6	6	6	6
	-	100%	-	100%	-	100%
Centrury Court, Victoria Way	28	28	N/A	N/A	23	23
	-	100%	N/A	N/A	-	100%
1-6 Central Buildings, Chobham Road	31	31	10	10	N/A	N/A
	-	100%	-	100%	N/A	N/A
Elizabeth House, Duke Street	41	41	37	37	4	4
	-	100%	-	100%	-	100%
81 Commercial Way (PLAN/2019/0611)	262	221	155	122	18	28
	-	84%	-	79%	-	100%
Concord House (PLAN/2018/0660)	170	170	100	100	34	34
	-	100%	-	100%	-	100%
Rat and Parrot (PLAN/2017/0802)	110	91	66	66	77	54
	-	83%	-	100%	-	70%
Total	842	724	440	387	199	175
	-	86%	-	88%	-	88%

Standard of Accommodation:

115. The internal floor areas of the proposed dwellings range from 37m² to 71m². All the proposed units would meet the recommended minimum standards set out in the National Technical Housing Standards (2015). 34x of the units would feature private balconies however all the units would have access to generous shared internal and external amenity space. This is in the form of an internal residential amenity space of approximately 372m² at first floor level and another space at Level 22 which the applicant identifies as including a gym, yoga studio, cinema room, communal kitchen and dining space and shared work space. A large external roof terrace at first floor level of 586m² is proposed with high quality hard and soft landscaping indicatively shown. In addition, external amenity space is also identified in the form of roof terraces at Levels 22 and 25 of 118m² and 350m² respectively. The proposal is therefore considered to offer a significant level of high quality communal amenity space.
116. The Daylight and Sunlight Report assess the quality of lighting of a sample of rooms within the proposed development. The BRE guidance uses the Average Daylight

Factor (ADF) as a method of measuring the quality of daylight within a proposed development. ADF measures the average illuminance at working plane height within a habitable room as a ratio of illuminance on a horizontal plane from unobstructed sky and is expressed as a percentage. BRE guidance states that an ADF of 5% will provide a predominately day-lit appearance without electric lighting and 2% with supplementary electric lighting. It is recommended that if supplementary electric lighting is provided, a minimum value of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms should be attained. Where living room/kitchen/dining rooms are combined in an open-plan arrangement, it is common for a 1.5% to be adopted and this is considered a logical target criteria to adopt in this instance considering the open-plan layout of the proposed units.

117. When assessed cumulatively with surrounding proposals (i.e. a worst case scenario), the report identifies that 97% of bedrooms within the sample of rooms assessed would achieve the BRE target criteria and 90% of living room/kitchen/dining rooms would achieve the 1.5% figure outlined above. Considering the high density nature of the proposed development and the town centre location of the proposal site, the proposal is considered to achieve an acceptable quality of daylight for future residents. The Daylight and Sunlight Report also assesses the quality of light in external amenity spaces, including the proposed public courtyard would meet BRE guidance for permanent overshadowing and would receive at least two hours of direct sunlight on March 21st.
118. The application is accompanied by a Noise Impact Assessment which assess the potential impact on future residents arising from existing external noise sources and any noise from the proposed commercial and D1/D2 uses within the proposed development. The assessment concludes that subject to acoustic mitigation measures, internal and external and external noise can be satisfactorily mitigated to ensure an acceptable acoustic environment for future occupiers.
119. Overall the proposal is considered to offer a high standard of accommodation for future residents.

Transportation Impact:

Parking:

120. The Council's Parking Standards SPD (2018) set minimum parking standards for residential development, however the SPD makes clear that on-site provision below the minimum standards will be considered for developments in Woking Town Centre and states that the application of the parking standards needs to be balanced with the overall sustainability objectives of the Core Strategy (2012).
121. Core Strategy (2012) policy CS18 seeks to direct new development to the main urban areas of the borough which are served by a range of sustainable transport modes in order to minimise the need to travel. The NPPF (2019) promotes sustainable transport through focussing significant development on sustainable locations, limiting the need to travel and offering a genuine choice of transport modes. 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.
122. The proposal would result in a total provision of 55x parking spaces in a basement level car park served by a new vehicular crossover onto Church Street East. The proposal site is in a particularly sustainable location, being well-served by amenities, employment and transport links, including Woking Train Station. Whilst the proposal

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would deliver a relatively limited number of parking spaces (0.15x spaces per dwelling), this is considered an appropriate level of parking provision considering the highly sustainable location of the proposal site.

123. Enterprise operate a car club scheme in Woking which is intended to provide a cheaper, greener and more convenient alternative to owning and using a private car. There are two car club vehicles currently available on-street on the A320 Guildford Road, north of its junction with Station Approach, two in the Yellow Car Park at the Peacocks Centre and an additional two vehicles available further south on Guildford Road at Quadrant Court. As part of the proposal, the applicant is proposing to facilitate the provision of two on-street Car Club bays on Church Street East. The applicant has also agreed to a clause in a Section 106 Agreement which would secure funding to facilitate a year's membership of the car club scheme already operated by Enterprise within Woking to those new occupiers who wish to make use of it. The provision of additional Car Club bays and funding of membership for residents is considered to contribute towards providing an attractive alternative to private car use and is considered an appropriate response to parking provision in a sustainable Town Centre location.
124. The proposal site is within CPZ 'Zone 1' of Woking Town Centre in which on-street parking is restricted between 8:30am and 6:00pm Monday-Sunday and in which residents living in the CPZ zone are not eligible for residential parking permits in accordance with the Council's current parking permit policy. Residents are however eligible for an 'off-peak' permit for parking within municipal car parks such as Victoria Way between 5pm and 9am and on weekends. The proposal is therefore considered unlikely to result in overspill on-street parking due to the presence of the CPZ.
125. When considered in combination with the measures set out above, the provision of 55x parking spaces is considered an acceptable level of parking provision in a highly sustainable location in Woking Town Centre. The proposal is therefore considered consistent with the sustainability aims of the Development Plan and NPPF (2019).
126. The proposal includes a cycle store to accommodate 377x cycles in addition to the provision of 10x shared 'Sheffield' cycle stands to accommodate 20x cycle parking spaces. This provision equates to one space per flat and 11x spaces for the commercial uses, along with 20x spaces for visitors. It should be noted that the Council's Parking Standards SPD (2018) sets a minimum standard of two spaces per dwelling but states that this applies to '*family houses, up to 6 residents living as a single household...*' and does not refer to flats. The provision of one space per flat is considered reasonable in this instance and is considered consistent with other large Town Centre developments.
127. The Council's Climate Change SPD (2013) requires 5% of parking spaces in car parks of over 20x spaces to feature 'active' Electric Vehicle charging bays and 15% 'passive' bays. This equates to a total of 3x 'active' and 8x 'passive' bays. The provision of these bays can be secured by condition.

Impact on Highway Network:

128. The application is accompanied by a Transport Statement which assesses the trip generation of the existing uses compared to the proposed uses. The assessment concludes that the proposal would result in fewer vehicle trips in both the AM and PM peak hours and a significant reduction in vehicle trips across the daily period as a whole. As the proposal would result in a net reduction in vehicle trips, the proposal is considered to result in an acceptable impact on the highway network. The County

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Highway Authority has reviewed the proposal and raises no objection subject to conditions.

Servicing and Bin Storage:

129. The proposal incorporates an 81m² bin store on the Chertsey Road frontage and a 291m² bin store on the Church Street East frontage. The bin stores identify a sufficient number of refuse, recycling, food and other bins to accord with the Council's Waste Practice Guidance and no objection is raised by the Council's waste collection contractor. The larger refuse store would be served by a new loading bay on Church Street East which would allow bin collections to take place off the highway. The smaller bin store would be accessible from existing loading bays on Chertsey Road which reflects the existing situation. The dedicated loading bay would also allow for day-to-day deliveries to the development. These servicing arrangements are considered acceptable and the County Highway Authority raise no objection.
130. In the south-west corner of the site facing Chertsey Road is a gated bin storage and servicing area serving the adjacent O'Neil's Public House. This would be re-provided as part of the proposal with a gated, enclosed space which would reflect the existing situation.
131. Considering the points discussed above, overall the proposal is considered to deliver an acceptable level of off-street parking and would provide sufficient cycle and bin storage and space for servicing. The County Highway Authority has reviewed the proposal and raises no objection subject to conditions. Overall the proposal is considered to result in an acceptable transportation impact.

Affordable Housing:

132. As the proposal is for more than 15x dwellings, Core Strategy (2012) policy CS12 'Affordable Housing' states that 40% of dwellings should be affordable and this policy establishes a preference for on-site provision. The Council's 'Affordable Housing Delivery' SPD (2014) sets out more detailed guidance on the Council's approach to affordable housing and establishes which proportions of different tenures of affordable housing the Council expects to be delivered.
133. The proposal is a Build to Rent scheme whereby units are built and retained by the developer on a long-term basis specifically for the rental market. This is an emerging housing type and the nature of the tenure model has implications for viability and affordable housing provision. The NPPF (2019) sets out the definitions for different types of affordable housing, one of which is 'affordable housing for rent' which is defined as being at least 20% below local market rents, including service charges and states that "*For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent)*". The National Planning Practice Guidance includes specific guidance on how affordable housing should be treated on Build to Rent schemes and establishes 20% as a suitable benchmark level for Affordable Private Rent. In the absence of any more up-to-date, specific guidance on Build to Rent schemes, the guidance in the NPPF (2019) and NPPG is therefore considered relevant. The Council's Housing Strategy and Enabling Officer has calculated the required equivalent 20% affordable housing contribution to be £1.3m
134. The applicant however has submitted viability information which indicates that the proposed development would not be viable and therefore is unable make a contribution to affordable housing. The Council's independent viability consultants (Kempton Carr Croft) were commissioned to independently review this viability

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information. Whilst there are areas of disagreement between the applicants' and KCC's figures, KCC concur that the scheme would be unviable and unable to make an affordable housing contribution or on-site provision.

135. Notwithstanding the clear unviability of the proposed development, the applicant has made an offer to the Council to pay a commuted sum of **£987,500** towards affordable housing in order to seek to address the above requirements. Given the clear unviability of the scheme, this contribution is considered a positive aspect of the proposed development which would make a valuable contribution towards affordable housing provision in the Borough and would equate to approximately 15%. Mindful of the 20% benchmark figure discussed above, the proposal is considered acceptable in terms of affordable housing.
136. The NPPG sets out a number of stipulations that should be sought for Build to Rent schemes, for example securing a covenant period to ensure that dwellings remain as rental properties, a requirement to offer tenancies of three or more years and the opportunity to terminate tenancies without a fee. These provisions can be incorporated into the Section 106 Agreement.

Housing Mix:

137. Core Strategy (2012) policy CS11 requires proposals to address local needs as evidenced in the Strategic Housing Market Assessment (SHMA) which identifies a need for family accommodation of two bedrooms or more. The most recent published SHMA (September 2015) is broadly similar to the mix identified in policy CS11. However policy CS11 goes on to 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*" and the reasoned justification for policy CS11 goes on to state 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*".
138. The proposed development would deliver the number and proportion of dwellings set out in Figure 7 below.

Figure 7 – Housing Mix

Unit Type	No. of Units	Percentage of Total
Studio	50	13.7%
One Bedroom	204	55.7%
Two Bedroom	112	30.6%
Total	366	100%

139. Whilst the proposal would deliver a majority of studio and one bedroom units (69.4%), in the context of Policy CS11 and the town centre location of the proposal site, on balance the proposal is considered to achieve an acceptable housing mix whilst delivering the efficient use of previously developed land.

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Impact on Drainage and Flood Risk:

140. The proposal site is not within a designated Flood Zone however parts of the proposal site and the surrounding area are classified as being at risk of surface water flooding. The NPPF (2019) and Core Strategy (2012) policy CS9 state that Local Planning Authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SUDS). As per the guidance issued by the Department of Communities and Local Government (DCLG) all 'major' planning applications must consider sustainable drainage systems (House of Commons: Written Statement HCWS161 - Sustainable drainage systems).
141. The application is accompanied by details of a proposed sustainable drainage scheme. Amended drainage details were received during the course of the application following comments raised by the Council's Drainage and Flood Risk Engineer. The additional information is considered acceptable by the Council's Drainage and Flood Risk Engineer subject to conditions. The proposal is therefore considered to have an acceptable impact on drainage and flood risk subject to conditions.

Impact on Wind Microclimate:

142. The application is accompanied by a Wind Microclimate Report which assesses the likely impact on wind conditions in the site and its surroundings as a result of the proposed development both in isolation and cumulatively with other tall building schemes and the resulting impact on safety and comfort of pedestrians. The assessment categorises different wind conditions for different activities such as walking and outdoor sitting.
143. The report identifies that the majority of the assessed locations within and surrounding the site would meet the criteria for pedestrian safety with the exception of two locations at the south-west corner of the Victoria Way multi-storey car park. In terms of pedestrian thoroughfares conditions would remain suitable for strolling/fast walking. Wind conditions at entrances to the development are identified as being suitable for comfortable pedestrian use. The wind conditions within the public realm and amenity areas are identified as being generally suitable for short periods of sitting and standing. The conditions in the cumulative scenario are similar to the above.
144. The report sets out several mitigation measures and their resulting impact on the wind conditions outlined above. These measures include soft landscaping, a small section of wall at ground floor level and solid balustrades at places on the building. The result of these measures is that all the assessed locations meet the pedestrian safety criteria. The conditions also improve the wind conditions in the surrounding area and in the amenity areas.

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

145. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 of the Core Strategy states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an 'Appropriate Assessment' stage rather than taken into consideration at screening stage, for the purposes of the Habitats Directive (as interpreted into English law by the

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Conservation of Habitats and Species Regulations 2017 (the “Habitat Regulations 2017”). An Appropriate Assessment has therefore been undertaken for the site as it falls within 5 kilometres of the TBH SPA boundary.

146. Policy CS8 of Woking Core Strategy (2012) requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The proposed development would require a SAMM financial contribution of **£208,986** based on a net gain of 254x one bedroom dwellings and 112x two bedroom dwellings which would arise from the proposal. The Appropriate Assessment concludes that there would be no adverse impact on the integrity of the TBH SPA providing the SAMM financial contribution is secured through a S106 Legal Agreement. CIL would be payable in the event of planning permission being granted.
147. Subject to securing the provision of the SAMM tariff and an appropriate CIL contribution, and in line with the conclusions of the Appropriate Assessment (as supported by Natural England), the Local Planning Authority is able to determine that the development will not affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. The development therefore accords with Policy CS8 of Woking Core Strategy (2012), the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

Sustainability:

148. Following a Ministerial Written Statement to Parliament on 25 March 2015, the Code for Sustainable Homes (aside from the management of legacy cases) has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to set and apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. This is expected to happen alongside the introduction of Zero Carbon Homes policy in late 2016. The government has stated that the energy performance requirements in Building Regulations will be set at a level equivalent to the outgoing Code for Sustainable Homes Level 4.
149. Until the amendment is commenced, Local Planning Authorities are expected to take this statement of the Government’s intention into account in applying existing policies and setting planning conditions. The Council has therefore amended its approach and an alternative condition will now be applied to all new residential permissions which seeks the equivalent water and energy improvements of the former Code Level 4.
150. The Council’s Climate Change SPD (2013) identifies areas of the town centre where there is potential for future Combined Heat and Power (CHP) networks. Subject to technical feasibility and financial viability, new development that comes forward within these areas are required to be designed to be ‘CHP ready’ in order to be able to connect to the future network. The applicant has submitted an Energy and Sustainability Strategy which confirms that connection to the existing CHP network is feasible subject to commercial agreements between the applicant and Thamesway Energy. As this agreement is not finalised, the submitted report confirms that it would be possible to provide a dedicated on-site CHP as an alternative. The report

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demonstrates that this, combined with the use of efficient systems and fabric energy efficiency would result in more than a 19% improvement on Building Regulations.

151. Core Strategy (2012) policy CS22 'Sustainable Construction' requires new non-residential development of 1,000m² or more to comply with BREEAM 'very good' standard. The applicant has submitted a BREEAM pre-assessment for the commercial floor space confirming that a BREEAM 'very good' standard is achievable.

Ecology:

152. The application is accompanied by an Ecological Assessment which assess the potential for the presence of protected species on the site and the ecological value of the site. The report concludes that the proposal site has a negligible potential to support roosting, foraging and commuting bats and no evidence of bats were observed during internal and external inspections. The site is also assessed as having limited potential to support nesting birds and none were recorded on the site.
153. The reports set out recommendations and precautions with regards to the clearance of the site. Compliance with the recommended precautions can be secured by condition. The reports also make recommendations with regards to potential measures to enhance the biodiversity of the site (e.g. bird and bat boxes and use of native plant/tree species). Specific details of biodiversity enhancement measures can be secured by condition. Overall the proposal is therefore considered to result in an acceptable impact on biodiversity and protected species and represents an opportunity to achieve a net gain in biodiversity on the site

Air Quality:

154. Policy CS21 of the Woking Core Strategy (2012) requires proposal for new development to 'be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases'. The Government has set out air quality standards and objectives which are set out in the Air Quality (England) Regulations (2000) and the Air Quality (England) (Amendment) Regulations (2002). The proposal site is not within an identified Air Quality Management Area (AQMA) however an AQMA was designated in May 2017 on Guildford Road approximately 820m to the south.
155. The application is accompanied by an Air Quality Assessment which assesses the likely impact on air quality during the construction phase, during the operational phase of the development and the likely impact on future occupants from air quality. The assessment is informed by local and national air quality monitoring data.
156. The assessment concludes that subject to appropriate mitigation measures, the demolition and construction phase is likely to result in an impact on air quality which is not significant. The operation of the development has the potential to impact on air quality through emissions from vehicles travelling to and from the site and through the additional emissions resulting from the development's connection to the Combined Heat and Power (CHP) network. As discussed above, the proposal would result in an overall reduction in vehicle movements and is therefore considered to result in a negligible impact on air quality by the submitted assessment. The resulting impact on air quality from the CHP plant is concluded to be negligible by the assessment. Overall the proposed development is considered to result in an acceptable impact on air quality.

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Aviation:

157. The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002) identifies two officially safeguarded aerodromes within 20km of the site; London Heathrow, which has been consulted and raise no objection. Farnborough Airport, which has been consulted and have not provided comments. The National Air Traffic Services (NTAS) have been consulted and raise no objection subject to conditions.
158. Fairoaks Airport have raised an objection although are not an officially safeguarded aerodrome for the purposes of the Direction. The applicant has submitted an Aviation Safeguarding Assessment which responds to the objection raised by Fairoaks Airport. The assessment concludes that infringement of the conical surface by the proposed development is not a sufficient justification for an objection on the grounds of flight safety associated with operations at Fairoaks Airport and that, to be valid, the objection would need to be further supported by an operational assessment demonstrating a real adverse impact, taking account of the specific details of those operations and having further regard to the existing infringements of the conical surface by buildings already present in Woking.
159. The assessment also concludes, that, based on current understanding of operations, the proposed development would have no adverse impact on the safety and efficiency of operations at Fairoaks Airport. Fairoaks however maintain their objection. The Civil Aviation Authority (CAA) has been consulted and whilst the CAA does not agree with all the findings of the applicant's assessment, they suggest that an assessment should be carried out by Fairoaks themselves to demonstrate how and why the safety and regularity of aircraft would be affected. Fairoaks have not produced such an assessment to substantiate their objection.
160. Under the requirements for aerodrome safeguarding set out in the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002), if the Local Planning Authority is minded to grant planning permission, it is required to notify both the CAA and the consultee (Fairoaks Airport). If the CAA were to have any real concerns about the impacts of the scheme then it would respond accordingly and the Local Planning Authority would be able to react accordingly. Conversely, if the CAA were not to provide unequivocal support to the objection of Fairoaks Airport, it would be evident that the objection was not valid and that planning permission could be granted without leading to any adverse impact on aircraft operations at Fairoaks Airport.

Contamination:

161. Given the historic uses of the proposal site, there is potential for ground contamination to be present. The application is accompanied by a contamination report and the Council's Scientific Officer has been consulted and raises no objection subject to conditions. The proposal is therefore considered acceptable in this regard.

Community Infrastructure Levy (CIL):

162. The proposal would be liable to make a CIL contribution of £2,051,630.30 based on an overall net increase in floor area of 21,951.6m². This figure is subject to indexation and may vary.

CONCLUSION – THE PLANNING BALANCE

163. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
164. Overall the proposal is considered to result in a high density, high quality mixed use development in a sustainable location which would make efficient use of land. The proposal includes the provision of a large, flexible, multi-function space which is capable of accommodating the existing community uses which are currently accommodated in the HG Wells Centre. Considering this, along with the facilities being provided as part of the new Victoria Square and the Red Car Park development, the proposal is not considered to result in the loss of a conference facility and existing uses on the site are being re-provided or accommodated elsewhere in the Town Centre or as part of the proposed development.
165. The proposal is considered to result in a tower of an acceptable height, bulk and massing which would be consistent with the emerging character of Woking Town Centre and the trend for taller buildings. The building would add a new feature to the townscape and skyline of Woking and would contribute towards a skyline of varied building heights which is considered to add visual interest and variation to the townscape locally and to the skyline, including from key long-distance views. The proposed development is considered to exhibit high quality design which responds well to its context and is considered to contribute towards a regenerative effect to a part of Woking Town Centre.
166. As discussed above, there would be some conflict with the Development Plan arising from the loss of the existing Bingo Hall use and there would be some harm to the amenities of neighbours. The proposal is however considered to result in a positive regenerative effect on this part of the Town Centre through the provision of new public realm, high quality design, new active frontages and commercial uses at ground floor level and a new pedestrian linkage through the site which would improve the legibility and attractiveness of this part of Woking Town Centre. The proposal would also result in the provision of new dwellings in highly sustainable location and would make efficient use of previously developed land.
167. These are considered to constitute significant public benefits which outweigh the conflict with the Development Plan discussed above and overall the proposal is considered consistent with the overarching aims of the Development Plan and is considered to constitute sustainable development.
168. The proposal is considered to result in an acceptable transportation impact and an acceptable impact in terms of drainage, flood risk and in the other respects discussed above.
169. The proposal is therefore recommended for approval subject to conditions and a Section 106 Agreement.

PLANNING OBLIGATIONS

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

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	Obligation	Reason for Agreeing Obligation
1.	SAMM (SPA) contribution of £208,986	To accord with the Habitat Regulations, policy CS8 of the Woking Core Strategy 2012 and The Thames Basin Heaths SPA Avoidance Strategy 2010-2015.
2.	Provision of a commuted sum of £987,500 towards affordable housing.	To accord with policy CS12 of the Woking Core Strategy 2012
3.	Funding of a year's membership of the existing Enterprise-operated Woking Town Centre Car Club to those occupiers wishing to become members and credit vouchers	To accord with policy CS18 of the Woking Core Strategy (2012) and the NPPF (2019)
4.	Clauses to ensure the scheme remains a Build to Rent scheme and stipulations relating to tenancies as set out by National Planning Practice Guidance	To ensure compliance with National Planning Practice Guidance

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation responses
3. Representations
4. Site Notices
5. Design and Access Statement dated November 2019
6. Planning Statement dated November 2019
7. Environmental Statement (ES) – Main Report dated November 2019 and Technical Annexes
8. Transport Statement dated November 2019
9. Draft Residential Travel Plan dated November 2019
10. Commercial Unit Travel Statement dated November 2019
11. Heritage, Townscape and Visual Impact Assessment dated November 2019
12. Demand Assessment dated October 2019
13. Ecological Assessment dated October 2019
14. Planning Noise Impact Assessment dated October 2019 ref: ECE/J002452/3870/04
15. Air Quality Assessment ref: 2450r1 dated 21/10/2019
16. Archaeological Desk-Based Assessment dated October 2019
17. Aviation Impact Assessment ref: 18/793/WAJ/3 dated October 2019
18. Assessment of Impact on Fairoaks Airport ref: 20/847/WAJ/2 dated February 2020
19. Wind Microclimate Report ref: 0310021rep1v2 dated 07/11/2019
20. Energy Strategy & Sustainability Report Rev.03 ref: K190081 dated December 2019
21. BREEAM Pre-Assessment Report ref: K190081 dated November 2019
22. Statement of Community Involvement dated November 2019

RECOMMENDATION

That authority be delegated to the Development Manager (or their authorised deputy) to GRANT planning permission subject to:

- (i) Recommended conditions and Section 106 Legal Agreement;
- (ii) Completion of an Appropriate Assessment, supported by Natural England;

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- (iii) Referral to the Civil Aviation Authority (CAA) under the provisions of The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002);

Time limit:

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

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

Approved Plans:

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

Site Location Plan:

A-P-LP-00 (Site Location Plan) received by the LPA on 21/11/2019

Existing Plans:

A-E-E1-00 Rev.P01 (Existing Elevations) received by the LPA on 21/11/2019
A-P-00-00 Rev.P03 (Existing Ground Floor Plan) received by the LPA on 11/12/2019
A-P-01-00 Rev.P02 (Existing First Floor Plan) received by the LPA on 11/12/2019
A-P-02-00 Rev.P02 (Existing Second Floor Plan) received by the LPA on 11/12/2019
A-P-03-00 Rev.P03 (Existing Third Floor Plan) received by the LPA on 11/12/2019
A-P-04-00 Rev.P03 (Existing Fourth Floor Plan) received by the LPA on 11/12/2019
A-P-05-00 Rev.P03 (Existing Fifth Floor Plan) received by the LPA on 11/12/2019

Proposed Floor Plans:

A-P--20 Rev.P01 (Proposed Basement Plan) received by the LPA on 21/11/2019
A-P-00-20 Rev.P02 (Proposed Ground Floor Plan) received by the LPA on 02/03/2020
A-P-01-20 Rev.P02 (Proposed 1st Floor Plan) received by the LPA on 02/03/2020
A-P-03-20 Rev.P02 (Proposed 2nd-3rd Floor Plan) received by the LPA on 11/12/2019
A-P-04-20 Rev.P02 (Proposed 4th Floor Plan) received by the LPA on 11/12/2019
A-P-05-20 Rev.P02 (Proposed 5th-21st Floor Plan) received by the LPA on 11/12/2019
A-P-22-20 Rev.P02 (Proposed 22nd Floor Plan) received by the LPA on 11/12/2019
A-P-23-20 Rev.P02 (Proposed 23-24th Floor Plan) received by the LPA on 11/12/2019
A-P-25-20 Rev.P02 (Proposed 25th Floor Plan) received by the LPA on 11/12/2019
A-P-26-20 Rev.P02 (Proposed 26th-27th Floor Plan) received by the LPA on 11/12/2019
A-P-BP-20 Rev.P01 (Proposed Roof Plan) received by the LPA on 21/11/2019

Proposed Elevations:

A-E-S1-20 Rev.P01 (Proposed South Elevation – Chertsey Road) received by the LPA on 21/11/2019
A-E-N1-20 Rev.P01 (Proposed North Elevation – Church Street East) received by the LPA on 21/11/2019

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A-E-W1-20 Rev.P01 (Proposed West Elevation – Public Courtyard) received by the LPA on 21/11/2019
A-E-E1-20 Rev.P01 (Proposed North Elevation – Private Courtyard) received by the LPA on 21/11/2019
A-S-AA-20 Rev.P01 (Proposed Section AA) received by the LPA on 21/11/2019
A-S-BB-20 Rev.P01 (Proposed Section BB) received by the LPA on 21/11/2019
A-S-CC-20 Rev.P01 (Proposed Section CC – Public Courtyard) received by the LPA on 21/11/2019
A-E-E-00 Rev.P01 (1 Crown Square – East Elevation Party Wall) received by the LPA on 11/12/2019

Proposed Bay Elevations:

A-E-N1-21 Rev.P02 (Proposed North Bay Elevation – Church Street East) received by the LPA on 21/11/2019
A-E-S1-21 Rev.P01 (Proposed South Bay Elevation – Chertsey Road) received by the LPA on 21/11/2019
A-E-S2-21 Rev.P01 (Proposed South Bay Elevation – Chertsey Road) received by the LPA on 21/11/2019
A-E-S3-21 Rev.P01 (Proposed South Bay Elevation – Chertsey Road) received by the LPA on 21/11/2019

Proposed Highway Drawings:

005 (Proposed Highway Arrangement) dated 17/06/2019 received by the LPA on 21/11/2019

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

Materials and Landscaping:

3. ++ 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 inspected 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.

Reason: In the interests of visual amenity.

4. ++ 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 typical bay details
 - b) brick detailing
 - c) main entrances

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- d) balconies and terraces including balustrades
- e) roof and parapet including detailed design of plant
- f) windows and doors including service entrances
- g) photovoltaic panels and flues
- h) 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.

Reason: In the interests of visual amenity.

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

Reason: In the interests of visual amenity.

6. ++Notwithstanding any indication otherwise given by the approved plans, prior to the commencement any above ground works (excluding demolition) in connection with the development hereby permitted, a hard landscaping scheme including details of materials to be used in areas of hard surfacing, details of proposed finished levels, means of enclosure, balustrades, screens, minor structures, public art and street furniture, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the first occupation of any part of the development hereby permitted and thereafter retained for the lifetime of the development.

Reason: In the interests of visual amenity.

7. ++Prior to the commencement of any above ground works (excluding demolition) in connection with the development hereby permitted, detailed plans, including 1:50 drawings and sections, details of materials and a lighting strategy for the pedestrian link to Chertsey Road shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out prior to the first occupation of the development hereby permitted and thereafter permanently retained in accordance with the approved details.

Reason: In the interests of visual amenity.

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8. Prior to the first occupation of any part of the development hereby permitted, details of external elevation changes to the Victoria Way Car Park following on from the demolition of the footbridge hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development hereby permitted and thereafter permanently retained in accordance with the approved details.

Reason: In the interests of visual amenity.

D1/D2 unit:

9. Prior to the commencement any above ground works (excluding demolition) in connection with the development hereby permitted, a detailed Management Plan for the D1/D2 unit and associated external amenity area hereby permitted shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate provision of replacement D1/D2 facilities.

10. Prior to the first occupation of any part of the development hereby permitted, the D1/D2 unit identified on the approved plans listed in this notice shall be constructed at least to 'shell and core' level on site in accordance with the approved plans. Thereafter this unit shall be permanently retained in accordance with the approved plans.

Reason: To ensure adequate provision of replacement D1/D2 facilities.

Amenity areas:

11. ++ 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 the internal amenity areas 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 the use of occupiers. The approved communal facilities shall be made available prior to the first occupation of any of the residential units hereby permitted and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning authority.

Reason: In the interests of residential amenity.

12. Prior to the first occupation of any part of the development hereby permitted, the internal and external amenity areas identified on the approved plans listed in this notice, including the external public courtyard, at ground, first, 22nd and 25th floor levels, shall be provided in accordance with the approved plans and made available for use. Thereafter these facilities shall be retained and made available to use for the lifetime of the development hereby permitted.

Reason: In the interests of residential amenity.

Transport:

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

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding
- (f) measures to prevent the deposit of materials on the highway
- (g) on-site turning for construction vehicles
- (h) measures to protect the amenities of neighbouring occupiers during construction
- (i) a Dust Management Plan

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

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

14. The development hereby permitted shall not be first occupied until the proposed modified vehicular access onto Church Street East and new loading bay on Church Street East shall be constructed and provided in accordance with the approved plans listed in this notice and thereafter shall be permanently maintained and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m high.

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

15. No above ground development in connection with the development hereby permitted (excluding demolition) shall take place until details of two Car Club bays have been submitted to and approved in writing by the Local Planning Authority. The bays shall be provided in accordance with the agreed details prior to the first occupation of the development hereby permitted and thereafter permanently retained and maintained for their designated purpose.

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

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

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

17. Prior to the first occupation of the development hereby permitted, the cycle storage and bin storage facilities shall be provided in accordance with the approved plans listed in this notice and thereafter the cycle and bin storage areas shall be permanently retained and maintained for their designated purposes.

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Reason: To ensure adequate bin and cycle storage facilities.

18. Prior to the first occupation of the development hereby permitted, a Travel Statement shall be submitted to and approved in writing by the Local Planning Authority. The Travel Statement shall include details of an Information Pack to be provided to residents which details the availability and whereabouts of local public transport, sustainable transport links and Car Clubs. The agreed details shall thereafter be carried out in accordance with the agreed details.

Reason: In order to promote sustainable transport options.

Waste Management:

19. ++Prior to any above ground works (excluding demolition) in connection with the development hereby permitted, details of waste and recycling storage and Management Strategy for the development shall be submitted to and approved in writing by the Local Planning Authority. Such details as may be agreed shall then be implemented and retained and maintained thereafter for the lifetime of the development hereby approved.

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

Biodiversity:

20. The development hereby permitted shall take place in accordance with the precautions and recommendations set out in the within the Ecological Assessment dated 31/10/2019 prepared by Bowland Ecology unless otherwise agreed in writing by the Local Planning Authority.

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

21. ++Prior to any above ground works (excluding demolition) in connection with the development hereby permitted, details of the measures for the enhancement of biodiversity on the site, a timetable for their provision on the site and a Landscape Ecological Management Plan, shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in full accordance with the agreed details prior to the first occupation of the development hereby permitted and thereafter shall be permanently retained and maintained in accordance with the agreed details.

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

Noise:

22. ++Prior to any above ground works (excluding demolition) in connection with the development hereby permitted, a detailed scheme for protecting future residents of the development hereby permitted from external sources of noise shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter shall be permanently retained and maintained in accordance with the agreed details.

Reason: To protect the occupants of the new development from noise disturbance.

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23. ++Prior to any above ground works (excluding demolition) in connection with the development hereby permitted, a scheme specifying the provisions to be made for protecting residential units within the development hereby permitted from noise emanating the A1/A2/A3/D1/D2 uses at ground and first floor level hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development hereby permitted and thereafter shall be permanently retained and maintained in accordance with the agreed details.

Reason: To protect the occupants of the new development from noise disturbance.

24. No external fixed plant or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed on the site until details, including acoustic specifications, have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter take place and be maintained in accordance with the agreed details.

Reason: To protect the occupants of the new development from noise disturbance.

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

Reason: To protect the occupants of the new development from noise disturbance.

Lighting:

26. ++ Prior to the first occupation of the development hereby permitted details of:
- a) CCTV;
 - b) general external lighting;
 - c) security lighting; and
 - d) access control measures for residential core entrances

on or around the building and within the adjoining public realm shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location and specification of all lamps, light levels/spill, illumination, cameras (including view paths) and support structures including type, materials and manufacturer's specifications. The details should include an assessment of the impact of any such lighting on the surrounding residential environment and the environment of Woking Town Centre. Development shall be carried out in accordance with the approved details prior to first occupation and maintained as such thereafter for the lifetime of the development.

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.

Wind:

27. Prior to the first occupation of any part of the development hereby permitted, the wind mitigation measures set out in the Wind Microclimate Report ref: 0310021rep1v2 dated 07/11/2019 shall be implemented on-site in full. The measures shall thereafter

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be permanently retained and maintained for the lifetime of the development hereby permitted.

Reason: To ensure a satisfactory wind microclimate.

Use class restrictions and permitted development:

28. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) or Article 3, Schedule 2 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting those Orders with or without modification) the use of the unit labelled 'Community Use D1/D2' at ground and first floor level on the approved plans listed in this notice shall be restricted solely to uses falling within Use Classes D1 (Non-Residential Institution) and/or D2 (Assembly and Leisure) of The Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other use whatsoever without the granting of planning permission by the Local Planning Authority.

Reason: To ensure that a D1/D2 use is provided on site in accordance with the approved plans.

29. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) or Article 3, Schedule 2 of The Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting those Orders with or without modification) the use of the commercial units at ground floor level identified as Unit 1, Unit 2 and Unit 3 on the approved plans listed in this notice shall be restricted solely to uses falling within Use Classes A1 (retail), A2 (financial and professional services or A3 (restaurants and cafes) of The Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other use whatsoever without the granting of planning permission by the Local Planning Authority.

Reason: To ensure that A1/A2/A3 units are provided on site in accordance with the approved plans.

30. Notwithstanding the provisions of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any equivalent Order revoking and re-enacting that Order, the following development shall not be undertaken without prior specific express planning permission in writing from the Local Planning Authority:

- a) The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby permitted, including any structures or development otherwise permitted under Part 16 "Communications" (or successor thereof).

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 NPPF.

Aviation:

31. ++Prior to the commencement of the development hereby permitted (excluding demolition) in connection with the development hereby permitted, either of the

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following has been submitted to and approved in writing by the Local Planning Authority in consultation with the Radar Operator (NATS (En-route) plc):

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR,
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

Where a 'Radar Mitigation Scheme' has been required, no construction above 5m above ground level shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented in accordance with the agreed details. Development shall thereafter take place in complete accordance with the approved details.

Reason: In the interests of Air Traffic Safety.

32. ++Prior to the commencement of the development hereby permitted (excluding demolition), a 'Crane Operation Plan' shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Radar Operator (NATS (En-route) plc). Development shall thereafter take place in complete accordance with the approved details.

Reason: In the interests of Air Traffic Safety.

Sustainability:

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

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

Reason: To ensure that the development achieves a high standard of sustainability.

34. The development hereby permitted shall not be occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that the development has:
- a. Achieved a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and

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- b. Achieved a maximum water use of 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended). Such evidence shall be in the form of the notice given under Regulation 37 of the Building Regulations.

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

Reason: To ensure that the development achieves a high standard of sustainability.

35. ++ Prior to the commencement of the development hereby approved (excluding demolition), details, including timescales, of the connection of the development hereby approved to the local Combined Heat and Power (CHP) network, or details of a dedicated CHP to serve the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall include measures to ensure compliance with good practice for connecting new buildings to heat networks by reference to CIBSE Heat Networks Code of Practice for the UK and be implemented in accordance with the approved details prior to the first occupation of the development hereby approved and maintained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability.

36. ++ The non-residential units of the development hereby permitted shall achieve a minimum post-construction BREEAM 2018 (shell and core) rating of at least 'Very Good' (or such equivalent national measure of sustainable building which replaces that scheme). Within 3 months of the completion of the development a final Certificate confirming that the development has achieved a BREEAM 2018 rating of at least 'Very Good' (or such equivalent national measure of sustainable building which replaces that scheme) shall be submitted to the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability.

Drainage:

37. ++Prior to the commencement of the development hereby permitted (excluding demolition), construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a detailed Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed and retained in accordance with the approved drawings, Method Statement and Micro drainage calculations prior to the first occupation of the development hereby permitted. No alteration to the approved drainage scheme shall occur without prior written approval of the Local Planning Authority.

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

38. Prior to the first occupation of the development hereby permitted, details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access

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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 continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and policies in the NPPF.

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

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

Contamination:

40. ++Prior to the commencement of the development hereby permitted, a comprehensive written Environmental Desktop Study Report shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The report to be submitted shall identify and evaluate possible on and off-site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations and shall be prepared in accordance with the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175.

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

41. ++Prior to the commencement of the development hereby permitted and any contaminated land site investigations on site and in follow-up to the Environmental Desktop Study Report, a contaminated land site investigation proposal shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). This proposal shall provide details of the

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extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model. Following approval, the Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of site investigation works on site. The site investigation works shall then be undertaken in accordance with the approved details.

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

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

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

43. ++Prior to the commencement of the development hereby permitted, a detailed Remediation Method Statement shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The Remediation Method Statement shall detail the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors and shall detail the information to be included in a Validation Report. The Remediation Method Statement shall also provide information on a suitable Discovery Strategy to be utilised on site should contamination manifest itself during site works that was not anticipated. The Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development shall then be undertaken in accordance with the approved details.

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

44. Prior to the first occupation of the development hereby permitted, a remediation Validation Report for the site shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works,

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in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into a development the testing and verification of such systems shall have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

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

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

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

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework (2019).
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice
3. 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

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drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

4. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
5. 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).
6. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
7. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

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

8. 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

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>

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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).

9. The applicant is advised that under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours:-

8.00 a.m. - 6.00 p.m. Monday to Friday

8.00 a.m. - 1.00 p.m. Saturday

and not at all on Sundays and Bank Holidays.

10. The applicant is advised that any signage or adverts are likely to require Advertisement Consent under The Town and Country Planning (Control of Advertisements) (England) Regulations (2007).

11. The applicant is advised that in connection with Conditions 25-26 (Aviation):

- "Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).
- "Detailed plans demonstrating no impact" means provision of further plans or details allowing to dismiss any impact through evidence of other obstructions negating any impact due to the proposal.
- "Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.
- "Crane Operation Plan (COP)" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the H10 Primary and Secondary Surveillance Radar systems at Heathrow Airport and associated air traffic management operations of the Operator.

12. Cranes, whether in situ temporarily or long term are captured by the points heighted above. Note that if a crane is located on top of another structure, it is the overall height (structure + crane) than is relevant. Temporary structures such as cranes can be notified through the means of a Notice to Airmen (NOTAM). If above a height of 300ft (91.4m) above ground level, the developer must ensure that the crane operator contacts the CAA's Airspace Regulation (AR) section on ARops@caa.co.uk or

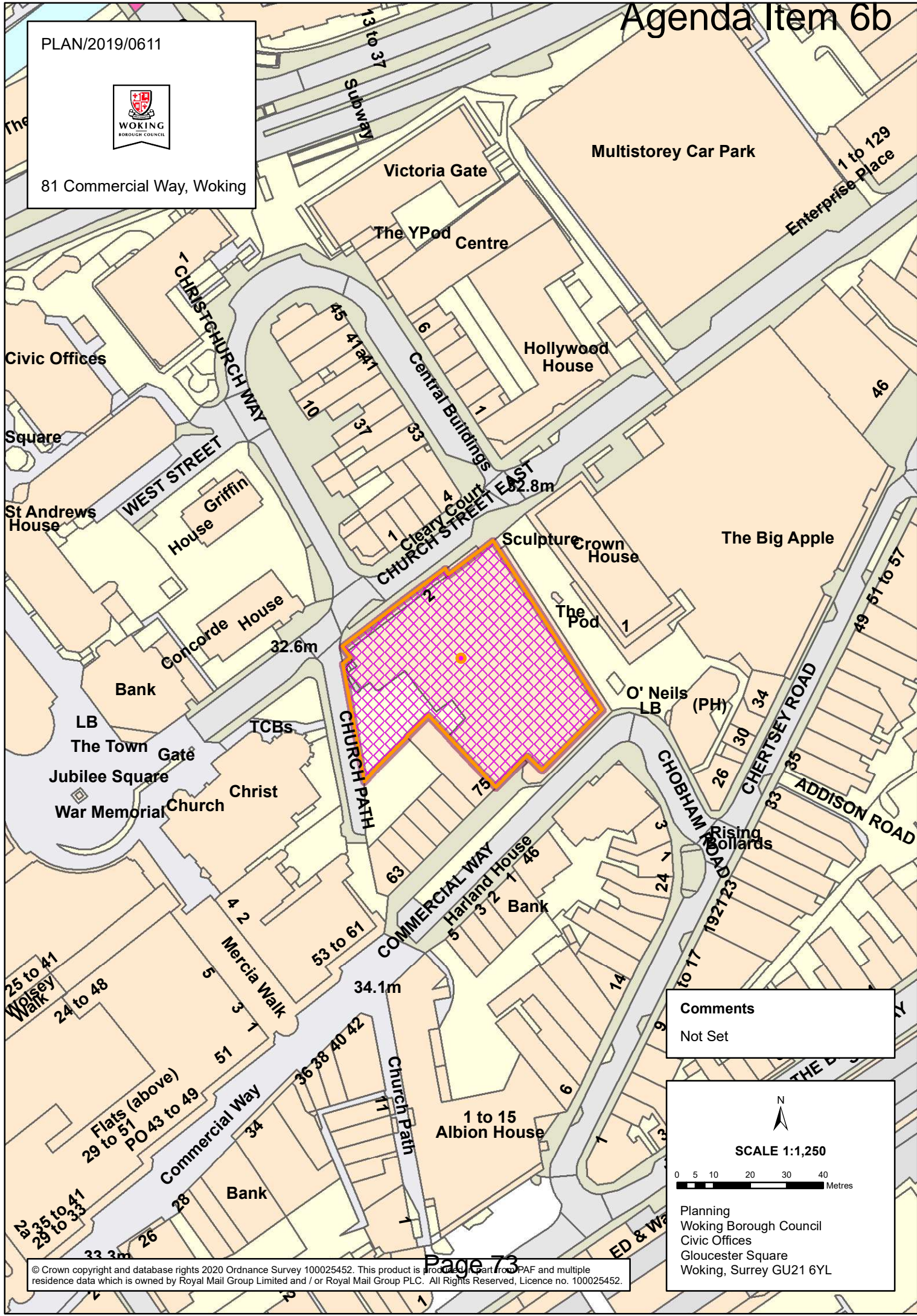
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02074536599. If the crane is to be in place for in excess of 90 days it should be considered a permanent structure and will need to be notified as such: to that end the developer should also contact the DGC (see above). Additionally, any crane of a height of 60m or more will need to be equipped with aviation warning lighting in line with CAA guidance concerning crane operations which is again available at <http://publicapps.caa.co.uk/docs/33/CAP%201096%20In%20Focus%20-%20Crane%20Ops.pdf>

PLAN/2019/0611



81 Commercial Way, Woking



Comments
Not Set

N

SCALE 1:1,250

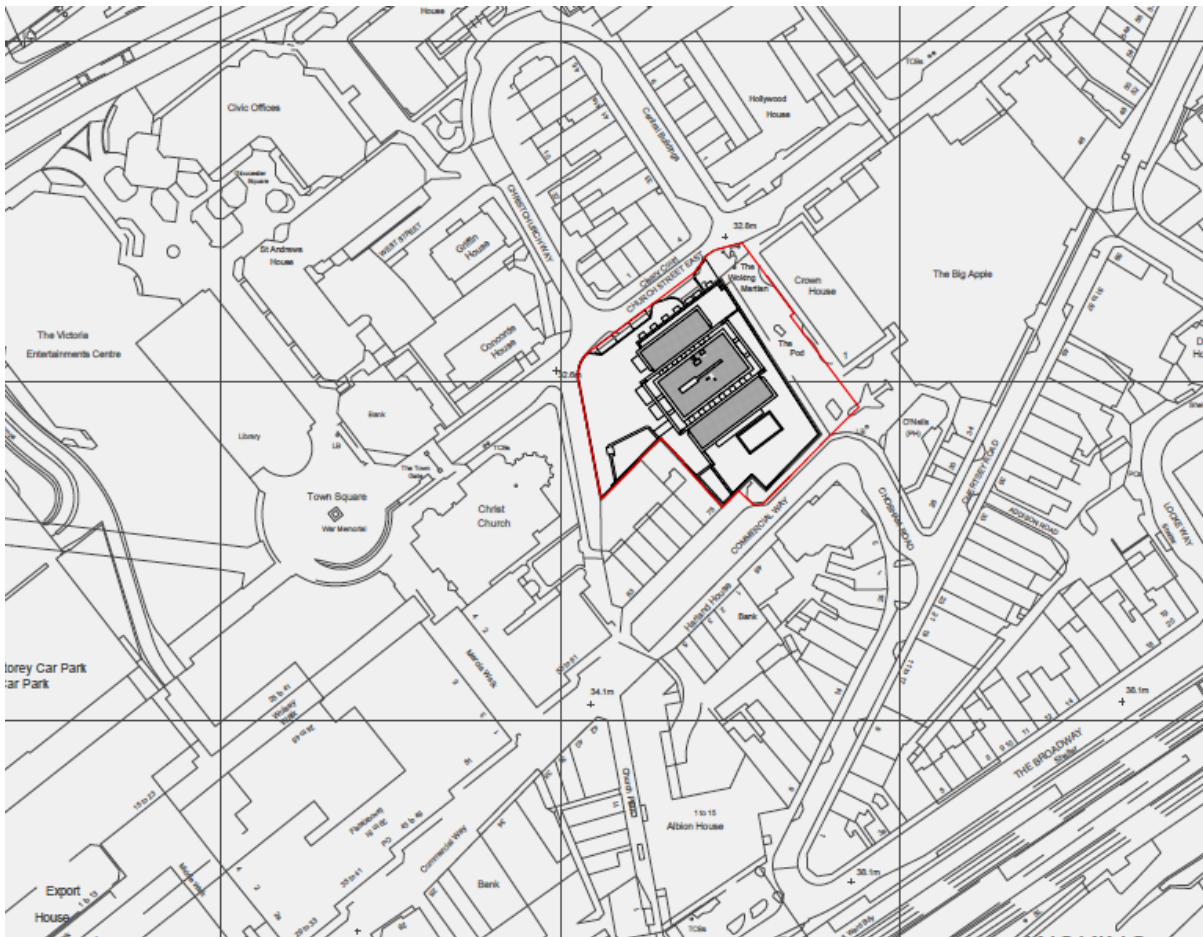
0 5 10 20 30 40 Metres

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

81 Commercial Way, Woking

PLAN/2019/0611

Demolition of existing building and erection of a building of varying heights of between 2 and 39 storeys plus ground and basement levels comprising 310 dwellings (Class C3), communal residential and operational spaces, bar (Class A4) and office accommodation (Class B1(a)), together with associated vehicular and pedestrian accesses, vehicle parking, bin and cycle storage, plant space, soft and hard landscaping including public realm works and other ancillary works (amended plans, reports and Environmental Statement received 10.01.2020)



6b PLAN/2019/0611

WARD: C

LOCATION: 81 Commercial Way, Woking, GU21 6HN

PROPOSAL: Demolition of existing building and erection of a building of varying heights of between 2 and 39 storeys plus ground and basement levels comprising 310 dwellings (Class C3), communal residential and operational spaces, bar (Class A4) and office accommodation (Class B1(a)), together with associated vehicular and pedestrian accesses, vehicle parking, bin and cycle storage, plant space, soft and hard landscaping including public realm works and other ancillary works (amended plans, reports and Environmental Statement received 10.01.2020).

APPLICANT: Cortland Crown Square Partners Ltd
& Doorlane Ltd

OFFICER: Benjamin
Bailey

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The application is supported by an Environmental Statement (ES). The ES has been prepared pursuant to The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The ES has had regard to aspects of the environment likely to be affected by the proposed development and includes an assessment of the likely extent and significance of the potential environmental effects.

REASON FOR REFERRAL TO COMMITTEE

The proposal is for development which falls outside the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

Demolition of existing building and erection of a building of varying heights of between 2 and 39 storeys plus ground and basement levels comprising 310 dwellings (Class C3), communal residential and operational spaces, bar (Class A4) and office accommodation (Class B1(a)), together with associated vehicular and pedestrian accesses, vehicle parking, bin and cycle storage, plant space, soft and hard landscaping including public realm works and other ancillary works.

Site Area:	0.38 ha (3,825 sq.m)
Existing dwellings:	0
Proposed dwellings:	310
Existing density:	0 dph (dwellings per hectare)
Proposed density:	816 dph

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Primary Shopping Centre
- Primary Shopping Frontage
- Close proximity to Grade II Listed Buildings (Christ Church and War Monument)
- Adjacent to Conservation Area (Woking Town Centre)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

RECOMMENDATION

That authority be delegated to the Development Manager (or their authorised deputy) to GRANT planning permission subject to:

- (i) Further bat surveys confirming an absence of bat roosts from the existing building, or any bat roosting compensation or mitigation measures (if required) being secured via planning condition or S106 Legal Agreement. Either to be first reviewed and supported by Surrey Wildlife Trust;
- (ii) Completion of an Appropriate Assessment, supported by Natural England;
- (iii) Referral to the Civil Aviation Authority (CAA) under the provisions of The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002); and
- (iv) Recommended conditions and Section 106 Legal Agreement.

SITE DESCRIPTION

The site is located within Woking Town Centre, within the Urban Area and contains a commercial building, ranging from two to five storeys, with a retail unit at ground floor (with ancillary space at first floor) and office accommodation on the upper floors. The site falls between two main thoroughfares within Woking Town Centre, Church Street East to the north-west and Commercial Way to the south-east, and also bounds Chobham Road to the north-east and Church Path to the south-west. A surface level car park and loading bay is located close to the junction of Church Path and Church Street East.

RELEVANT PLANNING HISTORY

The site has a relatively extensive planning history associated with the existing uses, none of which is relevant to the proposed development. The below are relevant:

PLAN/2018/0972 - EIA Screening Opinion for the redevelopment of the site to provide residential-led mixed use scheme comprising of approximately x300 dwellings, with additional retail, leisure and community uses and car/cycle parking across one residential tower above a podium deck, reaching up to a maximum of x33 storeys in height following demolition of existing buildings.

Environmental Statement Not Required (19.09.2018)

PLAN/2018/0342 - EIA Screening Opinion for the redevelopment of the site to provide residential-led mixed use scheme comprising of up to x350 dwellings, with additional retail, leisure and community uses and car/cycle parking across two residential towers above a podium deck, reaching up to a maximum of x30 storeys in height following demolition of existing buildings.

Environmental Statement Not Required (18.04.2018)

CONSULTATIONS

Environment Agency: No objection.

Natural England: The advice provided in our previous response applies equally to this amendment although we made no objection to the original proposal as long the applicant is complying with the requirements of Woking's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA. The proposed amendments to the original application relate

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largely to design, and are unlikely to have significantly different impacts on any statutorily protected sites than the original proposal.

Historic England: While we do not wish to offer any comments in this instance, we draw your attention to our letter of advice of 15 July 2019 which remains valid. We note that the application site is very close to the Grade II listed Christ Church, a key historic building in the town centre, and is adjacent to the Woking Town Centre Conservation Area. We also note that this is one of a series of tall building proposals for central Woking, some of which are complete or in progress.

Environmental Health (WBC): It would appear from the air quality and acoustic reports provided there does not appear to be any significant changes to be noted and therefore, please consider those conditions and comments previously provided.

Contaminated Land Officer (WBC): No objection subject to conditions regarding (i) unexpected ground contamination and (ii) asbestos - demolition.

Drainage and Flood Risk Team (WBC): No objection subject to conditions.

Arboricultural Officer (WBC): There are no arboricultural implications associated with the proposed, however full landscape details will be required this should make provisions for the use of underground structures to provide sufficient rooting volume for trees in maturity.

Kempton Carr Croft (LPA's Viability Consultant): It would not be viable to provide any element of affordable housing, either on site or as a commuted payment in lieu. However, due to the existing tenancy situation, together with the long period of time that the proposed scheme will be constructed over, it is possible that there will be a large shift in residential values and indeed build costs. We would therefore recommend that a late stage viability review is undertaken once approximately 70% of the units have been occupied (sold or let) in order that the Market Value and therefore the viability of the scheme can be reassessed and the possibility of providing an off-site commuted payment can be revisited.

Historic Buildings Advisor (WBC): Considers that harm would be caused to the setting of Christ Church, to which considerable importance and weight should be afforded.

Joint Waste Solutions: Waste and recycling management plan should be secured by condition.

County Archaeologist (SCC): I have no change to make to my comments of 02 July 2019; given the limited likelihood of archaeological remains surviving on the site I have no archaeological concerns regarding this proposal.

County Highway Authority (SCC): No objection subject to conditions. Given the accessibility of the site, not only in terms of the range of travel modes which would be available to residents to travel to and from the local area but also in terms of the range of local amenities which can be accessed practically primarily on foot given the town centre location, the Highway Authority are satisfied with the level of parking provision proposed.

Lead Local Flood Authority (SCC): Under local agreements, the statutory consultee role under surface water drainage is dealt with by Woking Borough Council's Drainage and Flood Risk Team.

Surrey Wildlife Trust: The applicant should be required to undertake all the recommended actions in section 4 of the PEA Report, including the biodiversity enhancements detailed and in section 4.0 of the Bat Emergence Report. Prior to determination the advised bat surveys

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should be undertaken to help establish the status of bat species on site and to be able to provide for consideration by the Local Authority any required mitigation/compensation proposals to help prevent such adverse effect. We would advise the Local Authority to take the opportunity to approve a Landscape and Ecological Management Plan (LEMP) for this site.

Affinity Water: No comments received.

Thames Water Development Planning: With regard to foulwater sewerage network infrastructure capacity, we would not have any objection, based on the information provided. With regard to surface water network infrastructure capacity, we would not have any objection, based on the information provided.

Network Rail: Awaiting substantive comments – any comments received will be reported at Planning Committee.

South Western Railway: Awaiting comments – any comments received will be reported at Planning Committee.

UK Power Networks: Comments with regards to proposed re-provision of sub-station (within existing and proposed site). LPA awaiting further UKPN comments following applicant response to initial comments – any further UKPN comments will be reported at Planning Committee.

Southern Gas Networks: No comments received.

Thameswey Energy: Thameswey staff have been in discussion regarding this scheme with the developer's M&E Consultants (Meinhardt) and we are in support of the principle of connecting this development to the existing Woking Town Centre district heat network. Modifications to the district heat network pipes under Church Street East have already been made in anticipation of development coming forward in this area, and we are continuing the dialogue with Meinhardt to agree the engineering standards. Would strongly recommend consent be granted subject to conditions.

National Grid Asset Protection Team: No comments received.

Surrey Ambulance Service: No comments received.

Civil Aviation Authority (CAA): Due to proximity recommend LPA to consult Heathrow, Farnborough and Fairoaks Airports. Sensible to establish the related viewpoints of local emergency services Air Support Units through the National Police Air Service (NPAS) and the relevant Air Ambulance Unit. General guidance on crane operations.

National Air Traffic Services Ltd (NATS): Response dated 2 July 2019 remains unchanged; will infringe NERL safeguarding criteria. Notwithstanding the objection, NATS is also satisfied that mitigation measures can be implemented, specifically a modification to its radar systems allowing it to address the impact of radar reflections. As such, should the LPA be minded to consent the application, NATS would be willing to withdraw its objection subject to the imposition of the Standard Aviation Conditions, which have been agreed with the developer.

Heathrow Airport: No safeguarding objections to the proposed development.

Farnborough Airport: No comments received.

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Fairoaks Airport: Raise objection.

Surrey Police Designing Out Crime Officer: Recommend scheme submits for Secure By Design accreditation, Park Mark Accreditation and guidance from Surrey Counter Terrorism Security Advisor.

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

Air Ambulance Units: No comments received.

MOD Safeguarding: No comments received.

Surrey Fire and Rescue Service: Comments regarding the enclosure or positioning of the cooking facilities which may affect the means of escape, regarding access for high reach appliances and Automatic Water Suppression Systems (AWSS). LPA awaiting further SFRS comments following applicant response to initial comments – any further SFRS comments will be reported at Planning Committee.

(Officer Note: Fire safety matters are addressed outside of planning control)

Surrey Heath Borough Council: No comments received on revised proposal (no objection raised to initial proposal). Some concern about the potential routing of construction traffic through Chobham; with the effects of construction traffic from other large development in Woking being currently felt in the village centre; grateful if this issue could be considered as a part of condition for any required the construction management plan (if approved)

Guildford Borough Council: Raise objection. The cumulative impact of high-rise buildings to the east and west of Woking Town Centre result in a cluttering of the skyline that would have a harmful impact on long-range strategic views from Guildford Borough. Furthermore, the Council should take into account the desirability of preserving the setting of listed buildings when carrying out the balancing exercise, including buildings such as Guildford Cathedral and Clandon Park House and Gardens.

Runnymede Borough Council: No objection.

Elmbridge Borough Council: No objection.

Planning Casework Unit: We have no comment to make on the Environmental Statement.

Sport England: Sport England has considered this a non-statutory consultation. The proposed development is required to provide CIL contribution in accordance with the Councils adopted CIL Charging Schedule; Sport England would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Infrastructure Delivery Plan (or similar) and direct those monies to deliver new and improved facilities for sport.

COMMENTARY

Since initial submission the application has been the subject of a set of amended plans and additional/amended supporting information. Further public consultation was undertaken on these changes and additional/amended supporting information as set out as follows:

REPRESENTATIONS

Initial submission representations

The below summarises the representations received during the public consultation following initial submission of the planning application. For clarity this is the period up to 13 January 2020.

x85 letters of objection received raising the following main points:

Character / Heritage

- Building is too tall
- Out of character
- Over-development
- Not clear how proposed height has been arrived at
- Existing tall buildings can be seen from Guildford, Fair Oaks and the Hogs Back among other areas
- Contrary to Policies CS21 and CS24
- Contrary to Policies DM4 and DM20
- Adverse impact upon surrounding Conservation Areas
- Adverse impact upon Woking Town Centre Conservation Area and the Locally Listed buildings it contains
- Adverse impact upon Wheatsheaf Conservation Area
- Will dominate the skyline
- Poor architectural design
(Officer Note: The scheme has been significantly positively amended since initial submission)
- May set precedent for even taller buildings
- Will move focus of tall buildings to the east and could create a ribbon of tall buildings east-to-west
- Woking is a town – not a city
- Adverse impact upon Grade II listed Christ Church
- Adverse impact upon Jubilee Square
- Object to creation of second tall building cluster
- Applicants own reports identify harmful impact upon Christ Church
- Do not object in principle to height and density but object to use of aluminium cladding material
(Officer Note: The amended scheme utilises brick)
- New public 'square' is to the north
- Loss of trees
(Officer Note: The site contains no existing trees)
- Will diminish the exciting and ground breaking architecture of the Lightbox and WWF buildings
- Metal panels may prove a fire risk and will cause glare
(Officer Note: The amended scheme utilises brick)
- Would detract from 'landmark' nature of the Victoria Square development

Amenity

- Overlooking to residential properties
- Overbearing effect
- Overshadowing and loss of sunlight, including to Christ Church grounds and Jubilee Square
- Will give rise to glare
- Noise

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- Adverse impact upon wind
- Additional light pollution

Highways / Transport / Parking

- Insufficient parking – will increase demand for on-street parking in area and within public car parks
- Insufficient disabled parking
- Trains already at capacity going into London
- Increase in traffic and congestion
- Church Street East has just been re-paved
- Vehicular access to the site is poor, relying on Church Street East or Chertsey Road

Infrastructure / Other matters

- Schools already at capacity
- Police and fire services have recently been reduced
- GPs / hospitals / dentists already at capacity
- Adverse impact upon sewage system
- Adverse impact upon air quality
- This development is not needed in order to provide 2,180 new homes in Woking Town Centre by 2027
- Very tall buildings are expensive to maintain
- Extensive office accommodation not appropriate for a residential building
- A masterplan is required for Woking Town Centre
- Adverse impact during construction (disruption, noise, traffic, reduction to vehicle/pedestrian access)
- NATS have highlighted radar issues
- Combined impact with PLAN/2018/0660, if permitted
- No affordable housing provided
- Loss of British Heart Foundation store
- Does not provide family housing
- No facilities for children's play
- Will provide no outside amenity space for residents
- Objections made to the Concorde House / Griffin House proposal are equally valid for this application
- No wheelchair accessible flats
(Officer Note: Flats are Lifetime Homes / M4(2) compliant)
- Concerns in terms of fire safety
(Officer Note: Fire Safety is addressed by non-planning regulatory control)
- Housing could have gone on the McDonalds site next to Morrison's
- Currently there are lots of flats for sale and rent in Woking
- Build To Rent model is geared towards speculation, London commuters and attracting investors rather than meeting the housing need of local residents
- Build To Rent model will give rise to a transient population
- No need for additional retail space
(Officer Note: The application results in a reduction of A1 retail space)
- Should be making more use of vacant buildings rather than demolishing and rebuilding
- Neighbour notification letters should have been sent on a wider radius than they have
- Should have roof gardens being used to gather rainwater to be re-used
- Should be more use of solar panels
- Should be use of bladeless wind turbines
- Numerous reports etc with application are not very accessible

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x1 letter of support received raising the following main points:

- Woking needs new developments such as this one for new life, jobs and prosperity
- Woking should adopt a 'can do' attitude

Amended plans and additional/amended information submission representations

The below summarises the representations received during the public consultation following the submission of amended plans and additional/amended information. For clarity this is the period from 14 January 2020 onwards.

x28 letters of objection received raising the following main points:

Character / Heritage

- Too tall and will dominate the skyline
- High-over density of development
- Out of character
- Adverse impact upon Grade II listed Christ Church
- Adverse impact upon Wheatsheaf Conservation Area
- Will result in unwelcome vista from Jubilee Square
- Nothing has been done to make proposal more attractive since initial submission
- Victoria Square should remain the tallest development
- Together with Crown Place and Concorde / Griffin House proposals this would make three excessively tall developments all in close proximity – should all be considered together as will have cumulative impacts
- Design South East draw attention to the absence of a tall building or public realm framework in their report

Amenity

- Generation of noise
- Overlooking
- Loss of light and overshadowing
- Adverse impact upon wind
- Overbearing effect
- Additional light pollution

Highways / Transport / Parking

- Increase in traffic and congestion
- Insufficient parking – will increase demand for on-street parking in area and within public car parks
- Trains already at capacity going into London

Infrastructure / Other matters

- Schools already at capacity
- GPs / hospitals / dentists already at capacity
- Will not provide family homes
- Submitted bat emergence survey states another survey is required – application should be declined until this has taken place
- NATS have highlighted radar issues
- Potential adverse impact upon sewage system
- Adverse impact upon drainage
- No provision made for generation of green energy – should include solar panels on roof
- Woking Borough Council has declared a climate emergency

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- Will give rise to a transient population of residents
- Concerns in terms of fire safety
(Officer Note: Fire Safety is addressed by non-planning regulatory control)
- Existing Thamesway CHP to be used still burns fossil fuels
- Adverse impact during construction (disruption, noise, traffic, reduction to vehicle/pedestrian access)
- Not a comprehensive redevelopment – will leave a small row of shops with their inadequate parking and refuse arrangements from Church Path
- Woking has seen a ridiculous number of high-rise proposals in recent years
- More flats will reduce value in the town
(Officer Note: Potential impact upon property values is not a material planning consideration)
- Don't need more office space – existing office buildings are vacant in the town
- Will mean increased Council Tax
- What are the Government 'targets' that require this?
- Notices of displays of upcoming development plans are poorly advertised and with minimal notice
- Why does Woking Borough Council feel it is right to give large amounts of funding to a development company?
(Officer Note: The application has been put forwards by a private development company)
- Lack of disabled access
- Guildford Borough Council have objected
- Appalled to read that Government funding for the Victoria Arch / Way improvements is subject to even more dwellings being built
- Lack of public consultation over the Local Plan
(Officer Note: This is a planning application)

(Officer Note: During each period of public consultation set out the application has been advertised both via neighbour notification letter and through Major/ Departure/ Listed Building / Conservation Area/ Environmental Statement development site and press notices)

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

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 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

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

Section 15 - Conserving and enhancing the natural environment

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

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CS10 - Housing provision and distribution
CS11 - Housing mix
CS12 - Affordable housing
CS15 - Sustainable economic development
CS16 - Infrastructure delivery
CS17 - Open space, green infrastructure, sport and recreation
CS18 - Transport and accessibility
CS19 - Social and community infrastructure
CS20 - Heritage and conservation
CS21 - Design
CS22 - Sustainable construction
CS23 - Renewable and low carbon energy generation
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

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

DM1 - Green infrastructure opportunities
DM2 - Trees and landscaping
DM5 - Environmental pollution
DM6 - Air and water quality
DM7 - Noise and light pollution
DM8 - Land contamination and hazards
DM16 - Servicing development
DM17 - Public realm
DM19 - Shopfronts
DM20 - Heritage assets and their settings

South East Plan (2009) (saved policy)

NRM6 - Thames Basin Heath Special Protection Areas

Supplementary Planning Documents (SPD's)

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

Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG)
National Design Guide (NDG) (2019)
Listed Buildings & Conservation Areas Act 1990
Conservation of Habitats and Species Regulations 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy
Circular 06/2005: Biodiversity and Geological Conservation
Historic England - The Setting of Heritage Assets (2015)
Woking Character Study (2010)
Woking Borough Council Strategic Flood Risk Assessment (SFRA) (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)

PLANNING ISSUES

1. The main planning considerations in determining this application are:
 - The planning policy context
 - Land use and principles
 - Design and impact upon the character of the area
 - Built heritage
 - Archaeology (below-ground heritage)
 - Impact upon neighbouring amenity
 - Noise
 - Air quality
 - Wind microclimate
 - Solar reflective glare
 - Land contamination
 - Amenities of future occupiers
 - Measures to support biodiversity and green infrastructure
 - Transport and accessibility
 - Thames Basin Heaths Special Protection Area (TBH SPA)
 - Biodiversity and protected species
 - Sustainable construction requirements, including connecting to the existing CHP network
 - Flooding and water management
 - Aviation

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

The planning policy context

2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.
3. The Development Plan comprises Saved Policy NRM6 of the South East Plan 2009 (which is relevant to residential development), the policies contained within the Woking Core Strategy (2012) and the Development Management Policies Development Plan Document (DMP DPD) (2016). A number of other Supplementary Planning Documents (SPD's) and Supplementary Planning Guidance (SPG's) are also relevant to the consideration of this application and these generally provide more detailed information on topic based matters.
4. The National Planning Policy Framework (NPPF) (2019) comprises an overarching set of planning policies and details how the Government expects them to be applied. The revised NPPF is a material consideration in the determination of this application. However, the starting point for decision making remains the Development Plan.
5. The Planning Practice Guidance (PPG) is a web-based resource and provides detailed Government advice on matters which relate to the operation of the planning system in practice. The guidance in the PPG supports the policies contained within the NPPF.

Land use and principles

6. The NPPF and Policy CS25 promote a presumption in favour of sustainable development. The site constitutes Previously Developed Land (PDL) within the designated Urban Area, within Woking Town Centre. Policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place and that new residential development should seek to maximise the efficient use of land. Policies CS1 and CS2 establish Woking Town Centre as the primary focus of sustainable growth, including high density redevelopment of existing sites in the town centre stating:
 - a. *'In the town centre, 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.'*
7. Policy CS1 goes on to state that main town centre uses, as defined in the NPPF will be acceptable in principle, subject to the requirements of the policies of the Woking Core Strategy (2012). This is also reflected within Policy CS2 which states:
 - a. *'The Town Centre is the preferred location for town centre uses and high density residential development. 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 town centre and add to its attractiveness and competitiveness.'*
8. Policy CS2 goes on to highlight the scale of development to be accommodated in Woking Town Centre. This includes an indicative amount of 2,180 additional dwellings, substantial amounts of additional office (approximately 27,000 sq.m) and retail floorspace (up to 75,300 sq.m) together with social, community and transport infrastructure as set out in the Infrastructure Delivery Plan (IDP). Woking Town Centre is also the preferred location for other Town Centre Uses as defined in the Glossary, including leisure and entertainment facilities, more intensive sport and recreation uses, and arts, culture and tourism development.
9. 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. 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.
10. Policy CS2 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.

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11. Whilst the site is not identified within the Site Allocations DPD redevelopment of the site offers the opportunity to upgrade this currently underutilised area that would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of Woking Town Centre. Furthermore Paragraph 68 of the NPPF states 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”*. The site is a windfall site as it is not identified within the Site Allocations DPD. Great weight should be afforded to the benefit of using this suitable site within Woking Town Centre for homes.
12. As set out in the application form, the scheme would result in:
 - a gain of 310 dwellings (with associated private and communal amenity spaces) – this would make a positive contribution towards the delivery of the target of 2,180 additional dwellings within Woking Town Centre by 2027
 - a loss of 4,217 sq.m (GIA) of existing A1 shop use but a gain of 221 sq.m of A4 drinking establishment use – the delivery of active frontages is supported by Policy CS2 and A4 is a town centre use
 - a loss of 1,818 sq.m (GIA) of B1(a) office use but a gain of 530 sq.m (GIA) B1(a) office use representing an overall loss of 1,288 sq.m (GIA) of B1(a) office use – the delivery of employment floorspace is encouraged by Policy CS2
 - a gain of 21 car parking spaces (including 10 disabled spaces), 338 cycle spaces and 9 motorcycle on-site spaces
13. The proposal would represent mixed-use, high density redevelopment of an existing site; the refurbishment of an outmoded site; and intensification of an existing site, all of which are supported by Policy CS2. The proposed uses are considered to be acceptable in principle, and would contribute to the sustainable growth of Woking Town Centre - a key objective of the Woking Core Strategy (2012) - and the delivery of a number of town centre uses and high density residential development as identified in Policy CS2.
14. With regard to the proposed residential use, other Development Plan policies need to be considered, particularly those relating to density, housing mix, affordable housing, heritage and conservation and design.

Residential development – density

15. Policy CS10 confirms that the main urban areas will be the focus for new housing development, and provides an indicative density range for sites in Woking Town Centre in excess of 200dph, depending on the nature of the site.
16. The site area of 0.38ha and the proposed 310 dwellings results in a density of 816dph – in excess of 200dph as required by Policy CS10. Policy CS10 states that higher densities will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of an area would not be compromised. The site is in a highly sustainable location which offers great scope to reduce the need the travel by private vehicle because of the proximity of existing services, jobs and public transport. Residential development of this scale would also help to optimise the use of Previously Developed Land (PDL) and thus minimise the impact on important biodiversity and landscape features, and the use of Green Belt land to meet housing need (as per paragraph 5.55 of the Woking Core Strategy (2012)). Paragraph 5.64 of the Woking Core Strategy (2012) emphasises that densities sought should not negatively affect the quality and character of an area and the general well-being of

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residents – the implications of a development of 816dph are addressed in more detail within this report.

Residential development - housing mix

17. Policy CS11 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 (SHMA – in this case the 2015 publication). It also states that the percentage of different housing types and sizes will depend upon established character and density of the neighbourhood and the viability of the scheme.
18. The provision of a flatted development on the site is considered acceptable given the site's size and context within Woking Town Centre. The table below compares the different sizes of dwellings within the proposed development and level of need identified within the latest SHMA (the 2015 publication):

Dwelling size	Proposed development	SHMA Need (2015)	
		Market	Affordable
1 bedroom	44% (136)	10%	40%
2 bedrooms	51% (158)	30%	30%
3 bedrooms	5% (16)	40%	25%
4+ bedrooms	0% (0)	20%	5%

19. The proposed housing mix is tailored towards Town Centre living and the Build to Rent (BTR) model. BTR is housing owned and operated by a professional landlord and specifically designed for private rent. The SHMA figures are not intended to be too prescriptive and are predominantly based on market housing for sale. The scheme would deliver a range of dwelling sizes, including 136 one bedroom dwellings, 158 two bedroom dwellings and 16 three bedroom dwellings. The greatest proportion (51%) delivered would be two bedroom dwellings.
20. The reasoned justification text to Policy CS11 states that lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the borough such as town and district centres that are suitable for higher density developments. This site is such a location. The proposal is a high density development, approximately 816 dwellings per hectare (dph), being higher than existing surrounding buildings, and therefore the flexibility of Policy CS11 and the clear recognition that lower proportions of larger sized dwellings will (emphasis added) be acceptable in these circumstances, leads to a conclusion that the proposed housing mix is appropriate in this location.

Residential development - affordable housing

21. Policy CS12 requires all new residential development on previously developed (brownfield) land to contribute towards the provision of affordable housing. The Woking Core Strategy (2012) Glossary points to the NPPF as a source for the definition of affordable housing tenures. The BTR model is recognised in the latest version of the NPPF as a distinct asset class within the private rented sector as it has its own planning definition as set out in the Glossary:
 - a. *“purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will*

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usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control”.

22. All 310 dwellings are intended to be purpose-built rented homes of the BTR tenure. Within the context of affordable housing, the NPPF Glossary confirms:
 - a. *“for Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).”*
23. Planning Practice Guidance (PPG) then provides more detail on what provision of affordable housing a BTR development is expected to provide:
 - a. *“The National Planning Policy Framework states that affordable housing on build to rent schemes should be provided by default in the form of affordable private rent, a class of affordable housing specifically designed for build to rent. Affordable private rent and private market rent units within a development should be managed collectively by a single build to rent landlord.”*
24. 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). Policy CS12 provides a clear set of considerations that will be taken into account in determining the final proportion of on-site affordable housing and detailed guidance is provided by SPD Affordable Housing Delivery (2014), which recognises that affordable social housing for rent and/or subsidised low cost market housing for rent (65-80% market rate) can also meet the needs of eligible households whose needs are not met by the market.
25. The Government recognises that the BTR model differs from build for sale in that it is based on a long term income stream and does not generate an early capital sum to pay for affordable housing. The PPG suggests 20% as a suitable benchmark for the level of affordable private rent homes to be provided (and maintained in perpetuity) in any BTR scheme; and that affordable private rent should be a minimum of 20% less than the private market rent (including service charges) for the same or equivalent property. It goes on to state that if local authorities wish to set a different proportion to that recommended in the guidance they should justify this *“using the evidence emerging from their local housing need assessment, and set the policy out in their local plan”*. The PPG goes on to say that the requirement to provide affordable rent homes can be met by other routes, such as commuted payment and/or other forms of affordable housing as defined in the NPPF if agreement can be reached with the local authority and subsequently set out in the Section 106 agreement.
26. Paragraph 64 of the NPPF explains how development providing solely for BTR should be exempt from making homes available for affordable home ownership. The Woking Core Strategy (2012) policies and SPD Affordable Housing Delivery (2014) pre-date the emergence of the BTR sector, but guidance within the NPPF and PPG indicate that the starting point in planning policy terms is the provision of 20% of dwellings on-site at affordable private rent.

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27. Paragraph 57 of the NPPF 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.
28. 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 assessment (and update following submission of amended plans) to demonstrate why the development cannot provide affordable housing and remain financially viable. The Local Planning Authority has retained specialist advisors to assess the submissions made in this respect. Kempton Carr Croft (KCC) have analysed the submitted viability assessment, 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.
29. Kempton Carr Croft have concluded that it would not be viable to provide any element of affordable housing, either on site or as a commuted payment in lieu. However, KCC consider that due to the existing tenancy situation, together with the long period of time that the scheme will be constructed over, it is possible that there will be a large shift in residential values and indeed build costs. KCC therefore recommend that a late stage viability review is undertaken once approximately 70% of the units have been occupied (sold or let) in order that the market value, and therefore the viability of the scheme, can be reassessed and the possibility of providing an off-site commuted payment can be revisited. This can be secured through the Section 106 Legal Agreement and on this basis it is considered that Policy CS12 would be addressed.

A and B class floorspace

30. The site falls within the primary shopping area, and primary shopping frontage, of Woking Town Centre, as defined by the Proposals Map. Policy CS2 states that the primary shopping area comprises primary and secondary frontages and will be the main focus, particularly at ground floor level, for A1 retail uses and that A1 retail uses will therefore be protected within the primary frontages.
31. The scheme would result in a loss of 4,217 sq.m (GIA) of existing A1 retail use at ground floor level within the primary frontage and would therefore conflict with this element of Policy CS2. However it is a material consideration that the site forms the north-eastern terminus of the primary frontage, with the area further north-east being identified as secondary frontage. The applicant states that the existing building is in poor condition, is of low quality design and that internal areas are in a poor and worsening state. The applicant also states that the existing building is drawing to the end of its useful life and the current accommodation is no longer attractive to occupiers.
32. The applicant also states that although Policy CS2 seeks to protect A1 retail the retail unit itself in this instance is very dated and has struggled to let since the closure of BHS, mainly due to migrating spending online and structural shifts that reduce store requirements UK wide. The applicant comments that retailers now require far less space and as such large retail units such as this are becoming redundant and unlikely to be required by a single operator. The applicant states that the ground floor retail unit provides a vast space, most suitable for a discount retailer, however the space is still larger than the amount discount retailers often require; the ground floor would therefore be difficult to let as a whole, and it is more likely that the ground floor would need to be split into more than one A1 retail unit. This again would be difficult, because the

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Commercial Way frontage is the most valuable for retailers and only provides a small area of the A1 unit.

33. The applicant comments that the occupational market for large retail units, particularly former department stores such as this, is currently very weak due to the uncertain retail environment and increase in CVAs, resulting in a higher level of vacant retail space on UK High Streets. The applicant advances that for Woking in particular there is little demand for A1 retail units larger than 3,000sq.ft, with units which are taken of this size being within A3 restaurant use.
34. Given the preceding, the site presents the opportunity to provide more modern commercial spaces through the inclusion of the A4 'Arts Bar', therefore retaining part class A use on the site, with the residential element (310 dwellings) increasing consumer spending, thereby strengthening the vitality and viability of the existing A1 retail units within Woking Town Centre in accordance with the overarching objective of Policy CS2.
35. Elements of modern commercial floorspace will be re-provided within the scheme in the form of an A4 'Arts bar' and B1 'Technology Hub'; both of these uses are Town Centre Uses, as defined by the Glossary to the Woking Core Strategy (2012), and therefore appropriate in principle in accordance with Policy CS2, further supporting the development of Woking Town Centre as the primary centre for economic development in the Borough. The B1 'Technology Hub' in particular would support small and medium sized enterprise (SME) formation and development through the provision of managed workspace and serviced office accommodation, in accordance with the overarching objective of Policy CS15, the reasoned justification text to which states that the need to renew and refurbish employment floorspace, particularly office space within Woking Town Centre, is imperative if the Borough is to retain existing occupiers and compete effectively for new occupiers looking to locate in the area.
36. Overall therefore, subject to the further planning considerations set out within this report, the principle of the proposed development is considered to be generally acceptable, and in accordance with the Development Plan, although the loss of 4,217 sq.m (GIA) of existing A1 retail use within the primary frontage would conflict with an element of Policy CS2. This matter will be weighed in the planning balance against the public benefits arising.

Design and impact upon the character of the area

37. The NPPF 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.
38. Policy CS1 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 its character and appearance and that of nearby areas.
39. Policy CS2 states 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.
40. Policy CS21 states that development should create new buildings that are attractive with their own distinct identity, should respect and make a positive contribution to the street

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scene and character of the area paying due regard to scale, height, proportions, layout and materials etc. Policy CS21 also states that tall buildings could be supported in Woking Town Centre, if well designed and justified in the context.

41. Policy CS24 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.
42. The site is located relatively centrally within Woking Town Centre, as defined by the Proposals Map. The tall element (ie. tower) of the proposed development would reach 40 storeys in height. The proposed development is therefore clearly 'tall' for the purposes of SPD Design (2015), which sets out that the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to, the following:
 - Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;
 - Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;
 - Contribute positively to the setting of identified heritage assets that might be affected by the proposal;
 - 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
 - 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.
43. These criteria will inform the analysis undertaken within this report.
44. In line with the requirements of SPD Design (2015), as a tall building, the scheme has been subject to a formalised design review process during its evolution; being presented to the 'Woking Tall Buildings' Design Review Panel (DRP) on four occasions (24 July 2018, 20 December 2018, 29 August 2019 and 6 December 2019) as a consequence of which, the scheme has evolved significantly and the applicant and their consultant team have engaged very positively with this formalised Design Review process.
45. The key conclusions of the latest DRP (6 December 2019) are summarised below:
 - The 'shoulders' off the main tower block successfully reinforce the elegant form
 - The asymmetric elevation and plan result in varied yet relatable conditions on all sides of the tower
 - The 'crown' is successfully articulated, with a balanced mixture of horizontal and vertical elements and use of copper louvres
 - The south-west and north-east elevations are well articulated
 - A simplified elevational composition for the north-west and south-east elevations should be considered (Officer Note: This has been incorporated)
 - The scale of the podium works well in retaining a sensible proportion to the tower and proposed surrounding public realm
 - The form of the pavilion has been well resolved; the tall portal entrance provides a subtle yet successful facade response to the scale of Christ Church

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- The more honest appearance to the wall of the rear of the pavilion block is welcomed
 - The palette of materials, in particular the brick, as well as the balconies on the tower, work well in evoking the proposal's residential function and responding to the Victorian character of the local context; the use of copper is an effective response to Christ Church.
46. Since the most recent DRP of 6 December 2019 the scheme has been further amended to address the following minor issues. In summary:
- A simplified elevational composition for the north-west and south-east elevations has been introduced, creating greater verticality which is considered to sensitively counterbalance the horizontal appearance of the south-west and north-east elevations
 - Reveal depths to the openings for windows have added depth to the north-west and south-east elevations, articulating the strength of the elevations
 - The copper louvres on the second and third storey elevation of the podium at the junction of Commercial Way and Chobham Road have been removed to evoke the residential function of these spaces. The DRP considered these copper louvres evoked commercial uses.
47. The DAS sets out that the site is at a key intersection between strategically important axes - originally carved into the townscape at the time of the London Necropolis and National Mausoleum Company's Robert Adam pre-disposal Masterplan. The north-south axes of Church Path extends into Christchurch Way, linking two principle forms of mass transportation which played a crucial role in the development of the town, the Basingstoke Canal and the railway. The east-west axes of Church Street East and Commercial Way, historically played host to much of the commercial endeavour for the town and still do so today. The Design and Access Statement (DAS) sets out that the significance of this intersection is seen as being worthy of celebration, ideally located to function as a navigational marker, indicating the heart of Woking Town Centre and functioning as an orientation device.
48. The form of the tower has been conceived to read from far distances as an extruded articulation of the tripartite, aisle/nave/aisle, arrangement of adjacent Christ Church, borrowing from the east-west orientation of traditional ecclesiastical architecture and presenting this onto the Woking Town Centre skyline. Navigation and orientation around the scheme at ground level is further enhanced at this intersection by the creation of a new area of public realm for Woking Town Centre, 'Jubilee Gardens', which would complete a hitherto unimagined setting for adjacent Christ Church and provide a green and more intimate and tranquil counterpoint to the hustle and bustle of nearby Jubilee Square, enhancing the local streetscape. The podium opens up to enable the tower to come to ground in front of this new public realm, grounding the tower within the streetscene.
49. The DAS sets out how the massing of the scheme has been developed to: (i) provide a podium to front all surrounding streets (ii) set the tower back from adjacent Christ Church as far as possible (iii) articulate the tower to provide an orientation marker derived from Christ Church's east-west layout to assist with legibility and navigation, including differentiation between 'aisle' and 'nave' components (iv) further refine and articulate the podium to effectively mediate between the scales of adjacent and adjoining buildings, particularly Christ Church and the Woking Town Centre Conservation Area (v) further refine and articulate the tower as an orientation device with differentiation of east-west facades where the primary structural logic is revealed (vi) the extension of Christ

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Church's leafy setting to reach across Church Path and form a more intimate and tranquil area of new public realm to act as a counterpoint to the retail focussed hustle and bustle of nearby Jubilee Square and (vii) sculpt a 'pavilion' block (the A4 'Arts bar') to compliment the apsidal end of adjacent Christ Church.

50. The material palette of Woking Town Centre demonstrates a predominance of red 'Surrey brick' amongst the 19th and 20th century buildings, interspersed with 19th and 20th century buildings which employ yellow London stock brick, often at key nodal points. A language and materials study within the DAS identifies how different potential material combinations have been explored for the scheme.
51. The proposed material palette is brick, establishing a strong visual and textural connection with the Woking Town Centre location. The predominant brick colour to the primary structure is closely matched with that of adjacent Christ Church, providing a softer but complementary relationship with the predominant red 'Surrey brick'. This palette would be further enriched by the incorporation of secondary infill panels, also formed from brick, but of a lighter red hue. The tower would therefore present a 'warm' silhouette on the emerging skyline of Woking Town Centre, with both the brick finish and red shades imbuing a domestic and 'warm' appearance. Decorative 'accent' colours are derived from the Verdigris copper of the spire and turret roofs of adjacent Christ Church, to further provide a complementary relationship with the materiality of this heritage asset.
52. The footprint of the scheme is considered appropriate, positively addressing the different frontages around the site, providing active ground floor uses where possible to both enhance the role of the site within Woking Town Centre and provide access to different uses, achieving a strong pavement edge. Servicing is accommodated within the site.
53. The elevations of the podium directly address Commercial Way and Chobham Road, with that along Commercial Way located opposite part of the Woking Town Centre Conservation Area, this section of which is characterised by buildings of two and three storeys in height, within defined plots (articulated by means of expressive party walls or setbacks), largely constructed of brick and often displaying evidence of Woking's artistry, particularly at first floor levels and active frontages at ground floor level. To reflect this finer grain the Commercial Way elevation of the podium is articulated to achieve a sympathetic scale and height to the defined, modest plots of the buildings which this elevation would address and abut, re-interpreting the decoration found at first floor levels within the Woking Town Centre Conservation Area through the use of secondary panels and finely detailed balustrades, together with ground floor setbacks and recessed entrance ways and the provision of active frontages at ground floor level.
54. Whilst the podium also addresses the fully glazed Crown Square commercial building on the opposite side of the pedestrianised stretch of Chobham Road, the same finer grain, active frontage facade strategy as employed along Commercial Way would extend continuity and coherence to this frontage. The Chobham Road facade is articulated by a series of window and balcony openings which align with the geometry of the tower above and help mediate between the height of the tower and street level. The scheme would dramatically improve upon the appearance of the existing blank facade along Chobham Road, providing an active frontage, and passive surveillance, where currently none exist.
55. The 'pavilion' building (the A4 'Arts bar') is derived in form from the language and geometry of adjacent Christ Church. This element is 'suspended' above a predominantly glazed elevation at ground floor level, and flanks the new public realm of 'Jubilee Gardens', facilitating 'al fresco' occupation and therefore activity and vitality. The principle pavilion elevation treatment takes the form of Verdigris 'fins' intended to provide a link with the ecclesiastic architecture of adjacent Christ Church.

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56. Due to the provision of an on-site (internal) servicing area, alongside required plant, along the Church Street East facade the podium would primarily utilise a green wall at ground floor level, with dividing brickwork ensuring the finer grain apparent along the Commercial Way and Chobham Road facades remains evident.
57. The tower is sub-divided vertically into a series of 'orders', each spanning four storeys in height, with the intention to imbue a human scale and communicate the domestic nature of this element. The five-part horizontal division of the north-east and south-west elevations is based on the relationship with the tripartite (aisle/nave/aisle) arrangement of adjacent Christ Church.
58. The elevations of the tower are designed with orientational functionality, with each being articulated according to orientation. The south-west and north-east elevations of the tower adopt an open primary structural frame, reinterpreting the openness of the rose and arched windows of adjacent Christ Church, and providing depth and shadow to these elevations. The north-west and south-east elevations adopt more restrained 'buttresses' like articulation with 'punched' brick reveals to the openings for windows, adding depth and shadow to these elevations. The 'crown' of the tower utilises an intensification of balconies to the south-west and north-east elevations, alongside the adoption of vertical Verdigris panels to the north-west and south-east elevations to 'cap' and celebrate the top of the building in an appropriate manner.
59. The proposed development is located within the townscape area of Woking Town Centre which will, therefore, be directly affected. However the scheme is considered to be of a high quality and will replace a building of a generally poor quality. The scheme also involves local townscape improvements through the creation of the new public realm of 'Jubilee Gardens'.
60. There would be an indirect affect upon surrounding townscape areas, and there will clearly be an awareness of the proposed development from many places, albeit often in the background of views and in many places only partially visible above existing buildings and/or tree coverage. However the scheme is considered to be of a high quality, reinforced by the conclusions of the 'Woking Tall Buildings' Design Review Panel. Furthermore, in many views the tripartite configuration of the tower, with staggered heights, will provide visual interest. The tower will also be seen as part of a wider townscape defining the location of Woking Town Centre, which is identified as undergoing significant change within the Woking Core Strategy (2012).

Public realm

61. The site provides the opportunity to provide new high quality legible public realm between key 'attractions' within the immediate area such as the Lightbox, WWF Headquarters, the Basingstoke Canal and Jubilee Square, and the site is a logical 'transition' point between all of these attractions and the key public transport node of Woking railway station and is also within close proximity to Jubilee Square. The scheme includes the provision of new public realm at the intersection of Church Path and Church Street East, providing seating and planting areas to compliment adjacent Christ Church and a more intimate and tranquil counterpoint to the hustle and bustle of nearby Jubilee Square.
62. The design for the new public realm of 'Jubilee Gardens' takes influence from the distinctive curves and arches within the architecture of adjacent Christ Church, overlaying these arched forms onto the ground floor and 'punching' them through with pedestrian circulation and uses, enabling users of the space to have a physical and

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visual connection with Christ Church. High quality new surface finishes and seating would be provided with tree planting reflecting that apparent within the grounds of Christ Church. New street tree planting would also take place along Church Street East and Chobham Road.

63. In summary, it is considered that the adopted approach in terms of design, layout and height is sound and justifiable and will create a high quality addition to the skyline of Woking Town Centre in distant and local views, either as part of a new 'cluster', including the Concorde House and Crown Place proposals, or in its own right as a landmark development at a key intersection, ideally located to function as a navigational marker, indicating the heart of Woking Town Centre and functioning as an orientation device.
64. It is clear that the scheme would result in a significant development within Woking Town Centre with implications for the town's skyline and that of a wider area. Nevertheless, the proposal is considered to be of high quality having been reached as the result of an iterative design process, taking into account the site's opportunities and constraints. The detailing of the building's elevations and public realm area are considered to be particularly well-resolved. The proposals would consequently reflect the requirements of local policy and guidance that tall buildings within Woking Town Centre be of exceptional quality.
65. In addition, good practice in urban design seeks to enhance the general character of the area and contribute to the permeability of Woking Town Centre. The proposal is considered to be particularly effective in how it addresses Church Path, creating a new area of high quality public realm, and also in how it addresses other frontages along Commercial Way and Chobham Road, providing active frontages and responding to the adjacent and opposing buildings.

Built heritage

66. There are no built heritage assets within the site, however there a number of built heritage assets within the surrounding area which have the potential to be indirectly affected by the scheme, including Christ Church (Grade II), the Woking War Memorial (Grade II) and the Woking Signal Box (Grade II). In addition a number of Conservation Areas (CA) are located within a 500 metre radius of the site including the Woking Town Centre CA, the Wheatsheaf CA and the Basingstoke Canal CA. Within the Heritage Statement all statutory and locally listed buildings within 500 metres of the site and the highly graded (ie. Grade I and II*) listed buildings between 500m and 1km of the site have been identified. All Conservation Areas within 1km radius of the site have also been identified. Whilst there may be heritage assets within the wider area beyond those identified within the Heritage Statement, given the nature and scale of the proposals, there are unlikely to be any significant effects to significance arising.
67. With regard to statutory listed buildings Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:
 - a. *in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*
68. With regard to Conservation Areas Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:

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- a. *in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.*
69. Policies CS20 and DM20 both relate to heritage assets. Policy DM20 states that proposals will be required to preserve and/or enhance the heritage asset, including its setting.
70. The NPPF provides a number of definitions with regard to assessing the impact upon heritage assets:
 - a. *Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).*
 - b. *Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*
 - c. *Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.*
71. Section 16 of the NPPF states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Section 16 of the NPPF, at paragraph 190, sets out that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise, and that they should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
72. Paragraphs 193-202 (inclusive) of the NPPF set out the framework for decision making in planning applications relating to heritage assets and this report takes account of the relevant considerations in these paragraphs.
73. Paragraph 193 of the NPPF states that, when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be), irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification, stating that substantial harm to, or loss of, inter alia, grade II listed buildings, should be exceptional.

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74. Paragraph 196 of the NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
75. In terms of heritage impacts it is the degree of harm, rather than the scale of development, that must be assessed. Harm may arise from works to the asset itself or from development within its setting. The application proposes no works to built heritage assets and therefore the only heritage harm that may potentially arise would be as a consequence of development within the setting of built heritage assets located off-site.
76. In concluding on the potential effect on the significance of adjacent and nearby heritage assets, it must be borne in mind that setting itself is not a heritage asset, or that it is a heritage designation, rather it is what it contributes to an asset's significance or the ability to appreciate that significance.

Statutory listed buildings

77. There are a number of statutory listed buildings which have the potential to be indirectly affected by the scheme. These are:
78. Christ Church (Grade II) - located immediately to the west of the site. An important historic asset within the centre of Woking, remaining in use as an ecclesiastical building since the late-18th century. The building retains its original character as a late-19th century Victorian church in a Gothic style, typical of other Victorian churches throughout the country. The church is of historic interest by reason of its association with Woking's historic development and demonstrating the need for a communal religious building within an urban context at the turn of the 20th century. The building also possesses communal value as an important community building at the heart of Woking Town Centre.
79. The setting of the church has been subject to significant change to the extent that only fragments of its former historic townscape remain. As it exists today, the church is surrounded by late-20th/early-21st century commercial and office developments, comprising large floorplates, including Wolsey Place Shopping Centre, which do not contribute to its significance. These buildings are situated in close proximity to the church and form a distinctly urban, modern context in which it is experienced. Given the proximity of the surrounding modern development, there are few views towards the church from the neighbouring streets. As such, Christ Church is principally experienced from within Jubilee Square, an important area of public realm within Woking Town Centre, and from Church Street East which is within close-proximity of the church. In views across Jubilee Square, Christ Church forms a prominent focal point.
80. The Heritage, Townscape and Visual Impact Assessment (HTVIA) illustrates that from the western edge of Jubilee Square the proposed development will be visible immediately behind Christ Church. From this location, the way in which the tripartite configuration of the tower has been designed to respond to the form of the church, with three distinct elements, can be appreciated. In addition, the flanking 'shoulders' have been set back from the central tower to enhance the verticality and reduce the mass of the proposed development. The staggered heights of the three components also provide visual interest.
81. The south-west and north-east elevations of the tower have been designed to act as frontages which respond to the finer grain of the street patterns at lower levels and at the higher levels, as such, the tower addresses the church directly so not to appear

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disjointed within the background. The two buildings will be clearly read as separate elements and the spires of Christ Church can still be appreciated. The south-west elevation has a strong domestic quality and provides a sense of a development comprised of multiple dwellings, achieved through the use of a predominantly red brick palette, four storey order with horizontal emphasis, secondary infill panels and decorative punctuations.

82. The HTVIA also illustrates, in a view from the western side of the pedestrianised footpath towards the southern end of Church Path, the relationship between Christ Church and the lower levels of the scheme. This view demonstrates an enhancement in comparison to the existing situation, transforming what is presently a 'back of house' servicing area into high quality public realm with the benefit of improved architectural design and well-articulated frontages. The existing poor-quality building is replaced by a distinctive pavilion structure with clear articulation, allowing the tower to ground adjacent to the newly created public realm. This new open space at the base of the building will provide relief in an otherwise dense town centre urban area.
83. The pavilion structure comprises a predominantly brick and glazed facade with the upper levels comprising vertical copper treatment, reinforcing its relationship with adjacent Christ Church. The use of brick to the south (rear) elevation of the pavilion is appreciable in this view down Church Path, reinforcing the relationship between the tower and the podium. The elevation of the tower is also set-back from the building line, ensuring that the open space surrounding the eastern side of Christ Church is maintained.
84. Whilst there is an emerging tall building context within Woking Town Centre, those buildings which have been built, or are under construction, are principally located to the west of Jubilee Square. As a result, the proposed development is not currently viewed within the context of other tall buildings, although planning applications are under consideration at nearby Concorde House and Crown Place.
85. Owing to its location and height, the proposed development will inevitably have a visual effect upon Christ Church and cause a degree of harm. Christ Church is presently experienced within a distinctly urban context which does include existing tall buildings and, given change since its construction, its setting does not contribute greatly to its significance. Accordingly, the harm caused to the heritage asset is considered to be less than substantial. Where less than substantial harm is caused to the significance of a heritage asset, paragraph 195 of the NPPF sets out that the harm should be weighed against the public benefits of the proposed development. This matter will be returned to within the planning balance at the conclusion of this report.
86. Woking War Memorial (Grade II) - located to the west of the site and forms the centrepiece of Jubilee Square. An important commemorative sculpture remembering the lives lost in the conflicts of the 20th century. It is of architectural and historic interest, and has communal value, featuring a bronze sculpture which sits on a stone podium with inscriptions commemorating those whose lives were lost during WWI. Having been relocated to Jubilee Square during the late 20th century, the memorial is experienced within the context of a busy, urban centre which is continually undergoing change. The memorial can only be experienced by pedestrians from within Jubilee Square who are moving through Woking Town Centre. Owing to its relocation and the nature of its significance the wider townscape beyond Jubilee Square does not make any contribution to its significance.
87. The HTVIA illustrates that, from within Jubilee Square, looking toward the east, the tower is visible to the right-hand side of the memorial. Whilst the scheme is visible, the memorial is already experienced within the context of a continually modernising urban

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environment and the scheme would be viewed within this context. For this reason the scheme would preserve the significance of the heritage asset.

88. Woking Signal Box, Woking Station at West End of Platforms 2 and 3 (Grade II) - of both architectural and historic interest because it demonstrates the changing styles of railway architecture during the 1930s. Although currently standing unoccupied, the building retains a variety of its architectural detailing and retains its character as an Art-Deco 1930s Signal Box.
89. Situated to the south of the site, the signal box is positioned at the centre of the railway tracks of the South Western Railway, along the western edge of Woking Station. Several high-rise buildings are situated to the south of Signal Box, south of the station. To the north, mature planting and fencing separate the listed Signal Box from the High Street and associated buildings, creating a degree of separation between built form. Due to the collective considerations that the signal box is best experienced from within its immediate setting, due to the security and fencing associated with Woking Station, and the level of intervening development between the site and the signal box, the scheme would preserve the significance of this designated heritage asset.
90. Shah Jahan Mosque (Grade I) - its special interest derives from both its architectural qualities and its historical association with the development of Islam in Britain during the late-19th century. The mosque is of exceptional architectural quality, demonstrated in its statutory listing at Grade I and remains remarkably intact. The immediate setting of the mosque is a positive contributor to its overall significance.
91. The mosque is largely, and best, experienced from within its immediate setting comprising a tranquil garden environment where the architectural merits of the building can be fully appreciated. The surrounding mature planting to the north provides a sense of enclosure within an area that is otherwise both industrial and residential in character.
92. Due to the collective considerations of the enclosed nature of the setting of the Mosque, the level of intervening development between the site and the Mosque, and that the Mosque is located approximately 900 metres east of the site, the proposed development would preserve the significance of this designated heritage asset.
93. Church of St Mary The Virgin (Grade II*) - located within the Horsell CA, approximately 1 mile to the north-west of the site. Holds a considerable degree of architectural and historic interest deriving primarily from the diversity in architectural styles and age of the building. The earliest features visually demonstrate how the church has withstood the test of time from the 15th century to present day. The continued use of the church at the centre of the Horsell village adds further weight to its overall significance.
94. The Church is located within a predominately residential area on the outskirts of Woking and surrounded by a landscaped and mature churchyard. Its 15th century tower is a key feature and is visible in glimpses from within the surrounding area. Owing to its elevated position on Church Hill, from the churchyard, in views south-east towards the site, there is an awareness of Woking Town Centre, particularly the increased height associated with numerous developments which are built-out as well as those which are presently under construction.
95. The HTVIA illustrates the degree of the visibility of the proposed development from the south-western boundary of the Church. Only the tallest element of the tower will be visible rising above the existing residential buildings on Lych Way, with the tripartite configuration appreciable above the tree canopy, particularly the two tallest components, which help to mark Woking Town Centre. There will be further glimpses through the tree

canopy in winter when the trees are without leaf. Whilst appreciable in this view and within the wider context of the Church, the scheme is viewed in conjunction with a number of tall buildings rising above the houses which signify the position of Woking Town Centre. The scheme is therefore viewed within the context of an emerging skyline comprising tall buildings which are associated with Woking Town Centre and as such will preserve the significance of this designated heritage asset.

Conservation areas

96. The site is not located within a Conservation Area, however, a number of Conservation Areas are situated within the surrounding area that have the potential to be indirectly affected by the scheme. These are:
97. Woking Town Centre CA - situated close to the southern boundary of the site. It comprises the historic core of Woking and includes the surviving 19th century buildings and historic street pattern of the town. It is these elements which principally define its special interest. Interspersed with more recent 20th and 21st century developments are the original Victorian shopping parades built in the 1860s alongside the coming of the railway and the subsequent development of 'new' Woking. The architectural quality of the buildings varies significantly. Nevertheless, the properties display an eclectic mix of architectural merit with many significant features typical to the architectural ornamentation and design of the Victorian era.
98. The historic core of the CA is wholly experienced within a distinctly urban context; it is surrounded by late-20th century and modern built development which is demonstrative of the expansion of Woking Town Centre and the movement of its principal retail core from the historic High Street towards the areas around Wolsey Place and The Peacocks Shopping Centres. As such, the CA surroundings have been significantly altered through the continual redevelopment of the town.
99. Given its proximity and height, the proposed development will be visible within views from within the CA. Detailed consideration has been given to the way in which the lower levels respond to the townscape of the surrounding CA. Particular attention has been paid to the language and material palette of the historic context, key characteristics of which are well reflected in the elevation treatment of the scheme, particularly the podium.
100. The HTVIA illustrates how the scheme will appear within the context of the Woking Town Centre CA. Within views towards the proposed development from the junction of Chertsey Road and Chobham Road, and from Commercial Way, there is an eclectic mix of architectural styles and already an appreciation of larger-scale buildings along Chertsey Road. Within these views the scheme will be seen within the background, with an appreciation of the podium adjacent to the Victorian shopping parade and the tower rising above the existing parade, appearing as a separate and distinct element. The podium responds to the adjacent traditional developments through its modest scale, the use of brick and glazing as well as decorative punctuation which adds richness to the elevations, and the incorporation of active frontages at ground floor.
101. These views both demonstrate that whilst some views from within the CA will be altered, the proposed development will be appreciated within the context of many modern and tall buildings that are visible throughout the CA. The podium is of an appropriate scale and design which responds to the historic buildings that comprise the Woking Town Centre CA on Commercial Way, whilst the tower will add further definition to the emerging skyline within Woking Town Centre. Consequently it is considered that the proposed development would preserve the special interest of the Woking Town Centre CA.

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102. Basingstoke Canal CA - situated approximately 145 metres north of the site. Historic canal completed in 1794 which traverses the Borough. Its boundary forms a linear CA and is focused upon the canal as well as some of the immediate adjoining land and built development. Its essential role in transport assisted the development of many towns along the banks. Today, it provides a strip of rural land for wildlife and recreational activities. Its special interest is defined by the historic waterway and its role in the development of the town.
103. The stretch of the CA which runs through Woking Town Centre to the north of the site is experienced within the context of the surrounding urban environment. From along the canal towpath, there are views, often glimpsed, towards the existing tall buildings which define Woking Town Centre. Views of the surrounding urban context are, however, in places partially, and in places heavily, screened by the existing vegetation which borders the canal. As such, any potential views and glimpses of the proposed development would be seen in this context and also help to identify the location of Woking Town Centre. Consequently, the proposed development would preserve the special interest of the Basingstoke Canal CA.
104. Wheatsheaf CA - situated approximately 190 metres north of the site. Characterised by a mid-Victorian to late-Victorian residential settlement. The area is well developed in a linear structure featuring large properties of good architectural quality; the houses are either detached or semi-detached and sit on large plots. There are a number of locally listed properties within the CA which date from the early 19th century and were among the first to be built in the area. The area abuts Wheatsheaf Common, a historic recreational ground.
105. The proposed development would form part of the existing tall buildings cluster which is emerging within Woking Town Centre and visible in views through the CA. Whilst prominent in terms of its height, the proposed development will be viewed within an emerging tall building context and will assist in better revealing the location of Woking Town Centre.
106. The HTVIA provides an appreciation of the visibility of the proposed development from within the Wheatsheaf CA. There is an awareness from within the CA of larger developments beginning to define the skyline. The proposed development rises above a number of mid-rise office buildings with large floor plates which line Victoria Way and mark the transition from the urban fringes into Woking Town Centre. The visibility of the proposed development helps to draw the eye toward Woking Town Centre and assists in reinforcing a sense of place in association with a densifying urban centre and improving the legibility of the townscape. As such, the scheme will preserve the special interest of the Wheatsheaf CA.
107. Ashwood Road / Heathside Road CA - a mid-19th century residential development with a formal shield shaped layout. The earliest buildings in the CA originate from the 1860s. These buildings were constructed after Henry Abraham, the architect for Brookwood Cemetery, set out a road layout for the area. In 1870, there were two buildings within the area boundaries, Heathside Farm and Oldlands Farm, the rest of the area was farm lands. Over time these farm lands were divided up to form a residential development. The historic road pattern is still in place and the area consists of large detached dwellings set on large landscaped plots. The houses are typical of the Arts and Crafts style and have strong architectural quality and design. Many properties feature detailed chimneys, ornate brick work, large dormers and steeply pitched roofs.

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108. The visibility of the scheme would help to draw the eye toward Woking Town Centre and assist in reinforcing a sense of place in association with a densifying urban centre and improving the legibility of the townscape. As such, the proposed development will preserve the special interest of the Ashwood Road / Heathside Road CA.
109. The Hockering CA - a medium sized inter war housing estate which adjoins Ashwood Road / Heathside Road CA but developed several decades after the Ashwood Estate. It was formally laid out just prior to the 1914-18 war. It was then developed by the local building company of W.C. Tarrant in the early 1920's. It is believed that Tarrant, a local master builder, worked for the famous architect Sir Edwin Lutyens to construct houses. They drew their inspiration for many of their houses from the 'Arts and Crafts Movement'. The Estate features substantial buildings on large plots, the layout is informal and each house is individually orientated at random intervals along the tree lined estate roads. There are a number of locally listed properties on the estate and the area also features a large amount of high-quality mature landscape with many specimen deciduous and coniferous trees. There are several tree preservation orders within the CA.
110. Horsell CA - situated approximately 870 metres west of the site. By the mid-12th century there were signs of settlement in the Horsell area. The Church of St Mary The Virgin also dates from this period. The development is characterised by good quality late Victorian and Edwardian houses which remain virtually intact; the properties are large and have substantial gardens. Most of the buildings are of limited architectural and historic interest but all contribute to the street scene and many are locally listed.
111. Within the CA, the tallest element of the tower will be visible rising above the existing residential buildings on Lych Way, with the tripartite configuration appreciable above the tree canopy, particularly the two tallest components, which help to mark Woking Town Centre. There will be further glimpses through the tree canopy in winter when the trees are without leaf. Whilst appreciable from within the CA, the proposed development is viewed in conjunction with a number of tall buildings rising above the houses which signify the position of Woking Town Centre. As such, the proposed development will preserve the special interest of the Horsell CA.

Locally listed buildings

112. Paragraph 197 of the NPPF sets out that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application and 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.
113. The site does not contain any locally listed buildings although there is a large number within 500 metres of the site. However, due to the tight townscape within 500 metres of the site, a number of locally listed buildings will not be considered further. This is due to the nature of the proposals, the significance of the locally listed buildings and the likely effects arising from the scheme. These are:
- Board School, Board School Road
 - Crofters Cottage and The White House, Chobham Road
 - The Wheatsheaf Public House, Chobham Road
 - Broomhall Lodge, Chobham Road
 - No.9 Heathside Road
 - Former Christian Science Church, Heathside Road
 - Woking Police Station, Station Approach

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- No.29 Park Road (Ramwick Cottage)
- Brackenhill, Heathside Crescent
- Bothy (Brackenhill), Heathside Crescent

114. The locally listed buildings which will be considered further are:
115. No.1 Chertsey Road - maintains the original architectural style and materials from the late-19th century, and forms a key part of an historic streetscape within the Woking Town Centre CA.
116. No.3 Chertsey Road - a standing remnant of late-19th century development within the centre of Woking. It retains a number of ornate architectural features, for example the elegant motifs within the building's principal elevation.
117. No.5 Chertsey Road - reminiscent of Woking's principal shopping street, laid out during the late-19th century. The clear and sustained effort to maintain the buildings authenticity contributes to its overall significance.
118. Nos.6-10 Chertsey Road - constructed in the late-19th century, Nos. 6-10 Chertsey Road form a group of Victorian commercial properties, demonstrating the early historic development of Woking Town Centre.
119. No.12 Chertsey Road - makes a harmonious contribution to the historic streetscape. The building is a remnant of the early development of Woking Town Centre.
120. Nos.20-24 Chertsey Road - constructed at the turn of the 20th century, Nos. 20-24 Chertsey Road form a group of Victorian commercial/residential properties, standing as examples of the early development of Woking Town Centre. The retention of ornate detail around the first floor and dormer windows portrays a sense of historical character.
121. Nos.23-33 Chertsey Road - the retention of Victorian features across the row portray a sense of historical character.
122. No.24b Chertsey Road - an example of the early-mid-20th century development of the town centre of 'New Woking'. The retention of numerous Victorian architectural features, including original dormer windows and intricate stonework contribute to the historic character of the building.
123. Nos.35-41 Chertsey Road - a group of early-20th century commercial properties with residential accommodation above, Nos.35-41 demonstrate the historic development of Woking Town Centre during the beginning of the 20th century.
124. Nos.1-3 Chobham Road - a good example of early-20th century Victorian town centre architecture, situated within the centre of Woking Town Centre. The buildings are examples of the continued development of Woking Town Centre throughout the 20th century.
125. Nos.5-10 Chobham Road - a good example of early-mid 20th century Victorian red brick utilitarian architecture. The building is a demonstrative feature of the historic townscape which demonstrates the historic development of 'New Woking' throughout the 20th century.
126. The Red House Public House, Chobham Road - a good example of an early-20th century hotel property at the heart of Woking Town Centre. The building demonstrates

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the rapid expansion of 'New Woking' at the end of the 19th century and throughout the beginning of the 20th century.

127. Nos.40-42 Commercial Way & No.46 Commercial Way - the significance of both assets is aligned with their contribution to the historic streetscene of the town centre of Woking, standing as remnants of the rapid expansion within the area during the early-mid-20th century.
128. No.1 High Street, Nos.2-4 High Street & No.13 High Street - the significance of these assets fronting High Street is aligned with their contribution to the historic streetscene of the town centre of Woking, standing as remnants of the rapid expansion within the area during the early-mid-20th century.
129. Nos.5-11 The Broadway & Nos.12-18 The Broadway - a group of early-20th century red brick terrace properties of both architectural and historic significance. Their overall significance is aligned with their contribution to the historic streetscene of The Broadway and the High Street located to the west.
130. Only those locally listed buildings situated within Woking Town Centre, close to the site, have the potential to be (indirectly) affected by the proposed development. The historic core of the town centre of 'New Woking' is located to the south of the site and includes a number of locally listed buildings.
131. Nos.20-24 Chertsey Road, Nos.1-3 Chobham Road, Nos. 5-10 Chobham Road and the Red House Public House line both sides of the junction where Chertsey Road and Chobham Road converge. The buildings are of significance in that they are examples of early-20th century Victorian town centre buildings of both commercial and communal uses and are demonstrative of the historical development of Woking Town Centre. The HTVIA illustrates the degree of visibility of the proposed development in relation to these locally listed buildings. The podium will be visible immediately to the north of this group, its materiality and scale has been informed by the surrounding building height and character. As such, it retains a consistent building line leading north through Chobham Road, and the use of brick relates well with the materiality of the surrounding historic townscape. Although the proposed tower acts as a modern addition to the surrounding townscape, the locally listed buildings are already experienced within a modern and evolving context, most notably with the more modern interventions of Crown House and Hollywood House. Furthermore, there is also an emerging tall building townscape within the wider context of the locally listed buildings. Therefore, the significance of this group of locally listed buildings will be preserved.
132. To the south of the site is Chertsey Road, lined with a number of locally listed buildings that have strong group value. These include Nos.1, 3, 5, 6-10, 12 and 24b Chertsey Road. This group of locally listed buildings are of significance as they form a fragment of late-19th and early-20th century town centre urban development within 'New Woking'. The tower element of the proposed development will be visible from views looking north-east along Chertsey Road. Although visible in the background of these views, the tower will be seen as part of an emerging tall building townscape within the wider area and from within an already evolving streetscape. Therefore, the significance of this group of locally listed buildings will be preserved.
133. To the south-west of the site is No.40-42 and No.46 Commercial Way. Views within the HTVIA are situated close to both locally listed buildings and give an indication of the degree of visibility of the proposed development in relation to them. The podium is visible opposite No.46 Commercial Way. The materiality of the proposed development responds well with that of the locally listed building, and the scale of the proposed podium is in

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keeping with the prevailing heights present within Woking Town Centre. The tower is visible in the wider surroundings of both locally listed buildings, where it is experienced within an emerging tall building townscape. As their significance is principally manifested in their town centre context, and as a consequence of the evolving nature of their surroundings, the significance of the buildings will be preserved.

134. Further to the south of the site, five locally listed buildings line the northern side of High Street and The Broadway. These include Nos.1, 2-4 & 13 High Street and Nos.5-11 & 12-18 The Broadway. The buildings are of significance as remnants of the first developments of the 'New Woking' town centre during the late-19th and early-20th century. The proposed development will be visible within the backdrop of the locally listed buildings, albeit only the tower. This element of the proposed development will be seen within a wider emerging tall building townscape and urban setting; thus, the significance of the locally listed buildings will be preserved.

Conclusion on built heritage

135. The proposed development will cause less than substantial harm to the significance of Grade II listed Christ Church but will preserve the significance of all other statutory listed buildings, together with all locally listed buildings, and the character and appearance of the Conservation Areas located within the study area. As required by Paragraph 196 of the NPPF it is necessary to weigh this less than substantial harm, in the planning balance at the conclusion of this report, against the public benefits arising.

Archaeology (below-ground heritage)

136. Section 16 of the NPPF places the conservation of archaeological interest as a material planning consideration. Paragraph 189 of the NPPF requires that where development is proposed on a site which includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. Policies CS20 and DM20 relate to heritage assets, including potential archaeological remains.
137. An archaeological desk based assessment (dated June 2019) has been submitted with the application, which has been considered by the County Archaeologist who has commented that the assessment is acceptable and concludes that no known designated heritage assets exist within the site, and on the basis of available information considers the site to have 'low' potential for previously unknown remains of all archaeological periods (ie. Prehistoric, Roman, Anglo-Saxon, Medieval, Post Medieval and Modern). The County Archaeologist also comments that the assessment demonstrates that any archaeological horizons which may have been present on the site will have been subject to widespread destructive impact from the construction of the existing building, and also from previous phases of development.
138. The County Archaeologist concludes that given the limited likelihood of archaeological remains surviving on the site there are no archaeological concerns with the proposed development.

Impact upon neighbouring amenity

139. 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 is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

Daylight and sunlight impacts

140. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within a Daylight and Sunlight Report (dated January 2020) (hereafter referred to as the 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).
141. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that the 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.
142. It is also a material consideration that Paragraph 123(c) of the NPPF 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)*".
143. 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 No Sky Line ('NSL') are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.
144. Commercial properties are generally not treated as having a reasonable expectation of daylight or sunlight because they are usually designed to rely on electric lighting to provide sufficient light by which to work rather than natural daylight or sunlight.

Vertical Sky Component (VSC)

145. 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; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.

146. It is important to note that although the VSC is the best guide to determine impacts, as it describes the amount of light entering a window and how it is affected by an obstruction, other factors not considered, such the size or use of the room, how large the windows are, whether rooms have more than one window, or if they are dual aspect and so have another source of daylight, are also relevant, as they all potentially affect the significance of the impact in terms of living conditions and usability.

No Sky Line (NSL)

147. 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; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.
148. 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.
149. The assessment considers potential impacts (VSC) on surrounding residential properties, for which a total of 314 windows were assessed. Potential impacts (NSL) were also undertaken for 171 rooms.
150. The VSC and NSL analysis results for the proposed development demonstrate that the effect upon the daylight amenity of the following properties will be negligible, meaning that no alteration, or a small alteration from the existing scenario which is within the numerical levels suggested in the BRE Guidelines, would arise. On this basis loss of daylight amenity will not be noticeable to occupants of the following buildings and would result in negligible effect:
- 1-7 Central Building, Chobham Road
 - 41 Chobham Road
 - 35 Chertsey Road
 - 39 Chertsey Road
 - 41 Chertsey Road
 - 47 Chertsey Road
 - 47a Chertsey Road
 - Albion House
 - 6 Chertsey Road
 - 8 Chertsey Road
 - 20 Chertsey Road
 - 22 Chertsey Road
 - 1 Chobham Road
 - 31 Chertsey Road
 - 29 Chertsey Road
 - 27 Chertsey Road

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- 23-25 Chertsey Road
- Aqua House, 7-9 Chertsey Road
- 5 The Broadway
- 7 The Broadway
- 8 The Broadway
- 11 The Broadway
- 16 The Broadway
- 17 The Broadway
- 18 The Broadway

151. Where a surrounding residential room, as a consequence of the construction of the proposed development, experiences an alteration to its levels of VSC or NSL which are beyond the advisory numeric targets of BRE Guidance, the effect of the proposed development, despite the breach of BRE Guidance, is considered to be of noticeable but minor harmful effect in daylighting terms where:

- The VSC alterations to the windows serving the room are within 30% of their existing values and the NSL alteration to the room is fully BRE compliant;
- The NSL alterations to the room are within 30% of their existing values and the VSC alteration to all windows serving the room is fully BRE compliant;
- All VSC and NSL alterations applicable to the room are no greater than 30% of their baseline values

152. On the preceding basis, the effect of the construction of the proposed development upon the daylighting amenity of the following properties is considered a minor adverse departure from the recommendations of the BRE guidelines, and therefore would not result in a significantly harmful effect:

- 33 Chobham Road
- 30 Chertsey Road
- 37 Chertsey Road
- 43 Chertsey Road
- 45 Chertsey Road
- 40-42 Commercial Way
- 6 Chertsey Road
- 12 Chertsey Road
- 27 Chertsey Road

153. Some of the rooms within the following properties will experience VSC and/or NSL alterations which are beyond those described previously and so fall to be considered in more detail. The table below provides further information in respect of these impacts and comments on the level of harm:

Property	Use	Windows / impacts
No.39 Chobham Road	Residential	12 windows tested 9 negligible VSC impacts (ie. BRE compliant) 2 minor harmful VSC impacts 1 moderate harmful VSC impact
Comment - 2 minor VSC impacts (reductions of 20.40% and 26.21% in VSC). 1 moderate VSC impact (reduction of 32.06% in VSC) – to window at first floor likely to serve either a bathroom or a bedroom which carry less daylight significance than living		

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rooms. 5 out of 5 rooms (100%) will meet the NSL recommendations of the BRE Guide. Majority of windows and rooms will exceed the recommendations of the BRE Guide.		
No.35 Chobham Road	Residential	4 windows tested 4 minor harmful VSC impacts
Comment – 4 medium VSC impacts (reductions of between 23%-25% in VSC). 3 out of 4 rooms (75%) will meet the NSL recommendations – 1 room at first floor with NSL reduction of 32.3% although likely to be a bedroom or bathroom given its location at the rear of the flank return, carry less daylight significance than living rooms.		
O’Neil’s (second floor)	Residential	7 windows tested 1 negligible VSC impacts (ie. BRE compliant) 2 minor harmful VSC impacts 4 moderate harmful VSC impacts
Comment – 2 minor VSC impacts (reductions of between 20.28% and 22.17% in VSC). 4 moderate VSC impacts (reductions of between 37.61%-39.79% in VSC). 6 out of 7 rooms (86%) will meet the NSL recommendations. 1 room will experience NSL reduction of 42.8%. Each room will retain a view of unobstructed sky to the back of the room, with losses confined to the eastern corner of each room - indication of reasonable retained daylight distribution when read in conjunction with the retained levels of VSC to both rooms in question.		
No.75 Commercial Way	Residential	16 windows tested 12 negligible impact (ie. BRE compliant) 4 high VSC impacts
Comment – 4 high VSC impacts (reductions of between 51.03% - 87.21% in VSC) – these windows likely to serve bedrooms or bathrooms given the smaller glazing size and location at the rear - 7 out of 9 rooms (78%) will meet the NSL recommendations. 1 first floor room at the rear experiences NSL reduction of 24.4%, marginally beyond the BRE’s suggested permissible 20% reduction. 1 further room will experience a NSL reduction in excess of 40% although research suggests this small room is a bathroom/WC. Moderately harmful daylight effects would arise to an isolated number of windows and rooms although rooms understood to be either a bedroom or bathroom, will retain a view of unobstructed sky to circa half the room depth, considered an indication of good retained daylight distribution given the room uses, which carry less expectation for daylight than living rooms.		
No.18 Chertsey Road	Residential	5 windows tested 4 negligible VSC impacts (ie. BRE compliant) 1 minor harmful VSC impact
Comment – 1 minor VSC impact (reduction of 22.75% VSC) - 3 out of 4 rooms meet the NSL recommendations – 1 ground floor room will experience NSL reduction of 31.3%, although the room, which is understood to have a deep floorplate, will retain a view of unobstructed sky to circa half its depth - the secondary window understood to serve the room will be unaffected by the proposed development		
No.24 Chertsey Road	Residential	6 windows tested 4 negligible VSC impacts (ie. BRE compliant) 1 minor harmful VSC impact 1 moderate harmful VSC impact
Comment – 1 minor VSC impact (reduction of 21.92%). 1 moderate VSC impact (41.89%) – this window has very limited access to daylight in the existing condition due to the external obstructions in front of it which leads to a disproportionate change in		

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VSC levels – window also understood to serve secondary purpose to living/dining room and the other three main windows serving this room will all be unaffected by the proposed development with retained VSC levels of over 27% - 2 out of 3 rooms will meet the NSL recommendations - 1 room experiences NSL reduction of 22.7%, marginally outside of the recommended 20% level.

Sunlight impacts

Sunlight impact to windows

154. 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.
155. 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.
156. There are 137 predominantly south-facing windows serving 63 residential rooms surrounding the site which are relevant for sunlight amenity assessment, which have all been assessed in terms of total and winter APSH. The APSH method of assessment indicates that 98% of rooms tested meet the recommended levels of the BRE Guide. The results demonstrate that 62 out of 63 rooms will not experience a change in light exceeding levels recommended in the BRE Guide.
157. Where the proposed development will result in fully BRE compliant APSH alterations to the windows and rooms within a property, the effect of the proposed development upon the sunlight amenity is considered negligible. These properties are as follows:
 - 1-7 Central Buildings, Chobham Road
 - 41 Chobham Road
 - 39 Chobham Road
 - 33 Chobham Road
 - 35 Chobham Road
 - O'Neil's
 - 35 Chertsey Road
 - 43 Chertsey Road
 - 47 Chertsey Road
 - 47a Chertsey Road
 - Albion House
 - 75 Commercial Way
 - 8 Chertsey Road
 - 12 Chertsey Road
 - 18 Chertsey Road
 - 24 Chertsey Road
 - 1 Chobham Road

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- 23-25 Chertsey Road
- 17 The Broadway

158. A single property will experience sunlight amenity impacts which are beyond those described previously and so fall to be considered in more detail. The table below provides further information in respect of these impacts and comments on the level of harm.

Property	Use	Windows / impacts
No.45 Chertsey Road	Residential	3 rooms tested 2 negligible impacts (ie. BRE compliant) 1 minor harmful impact
Comment – 1 room will experience minor reduction of 20.7% APSH, marginally outside of the 20% level recommended in the BRE Guide.		

Sun on the ground

159. 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 (spring equinox), stating that, if, as a result of a new development, an existing garden or sitting out 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. It is also beneficial to run an additional test for the 21st June (summer solstice) to establish how the potential to receive 2 hours of sunlight improves over the summer when occupants typically use outdoor amenity spaces more frequently.
160. There are no public amenity spaces which are relevant for detailed sun on ground overshadowing assessment within close proximity of the proposed development. The neighbouring grounds at Christ Church have been considered because, whilst not a strict amenity space, the area may be used as a place of congregation.
161. The assessment demonstrates that Christ Church grounds will meet the recommendations of the BRE Guide in that well in excess of 50% of the grounds will receive at least 2 hours direct sunlight on the 21st March (75.2%). The assessment further demonstrates that on 21st June, representative of the summer months, the area which can receive at least 2 hours of direct sunlight increases to 90.6%.

Transient overshadowing

162. The BRE Guide suggests that where large buildings are proposed which may affect a number of gardens or open spaces, it is useful to plot a shadow plan to illustrate the location of shadows at different times of the day and year, on the following key dates:
- 21st March (spring equinox);
 - 21st June (summer solstice); and
 - 21st December (winter solstice)
163. September 21st (autumn equinox) provides the same overshadowing images as March 21st (spring equinox), because the sun follows the same path on these dates. For each of the key dates the overshadowing has been calculated at hourly intervals throughout the day from 08:00 to 19:00hrs. Some images are not included within the assessment

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because the sun would not be present during these times (ie. from approximately 16:00hrs onwards on 21st December) and thus no shadow can be cast.

164. The BRE Guide does not provide any criteria for the significance of transitory overshadowing, other than to suggest that by establishing the different times of day and year when shadow would be cast over adjacent areas, an indication is given as to the significance of the effect of the development.
165. The assessment demonstrates that adjacent Christ Church will receive direct sunlight throughout the daytime (0900 - 1900hrs) on the 21st June (summer solstice) with minor shadow effects between 0700 - 1000hrs, and that Christ Church will receive direct sunlight throughout the daytime (0900 - 1900hrs) on the 21st March (spring equinox) with minor shadow effects between 0700 - 0900hrs. The assessment demonstrates that Christ Church will experience no change in sunlight availability on 21st December (winter solstice).
166. Whilst some properties will experience a change in their amenity in terms of daylight and sunlight this is not considered, in the round, to be significant or substantial and is commensurate with the highly urban nature of the scheme itself and the Woking Town Centre location.

Cumulative daylight and sunlight effects

167. The following cumulative schemes are within sufficient proximity to the site to have an effect to those neighbouring residential receptors under assessment:
 - Concord House and Griffin House (Ref: PLAN/2018/0660) – application pending
 - Crown Place (Ref: PLAN/2019/1141) – application pending
 - Crown House (Ref: PLAN/2005/0356)
 - 10 Chertsey Road (Ref: PLAN/2019/0270)
 - 12 Chertsey Road (Ref: PLAN/2017/0404)
 - Waterloo House, Chertsey Road (Ref: PLAN/2019/0020)

Cumulative daylight effects

168. The cumulative assessment demonstrates that the following properties will experience daylight alterations which, in accordance with the BRE Guide, will not be noticeable to occupants (VSC and NSL):
 - 41 Chobham Road
 - 39 Chertsey Road
 - 41 Chertsey Road
 - 43 Chertsey Road
 - 45 Chertsey Road
 - 47 Chertsey Road
 - 47a Chertsey Road
 - Albion House
 - 8 Chertsey Road
 - 10 Chertsey Road
 - 20 Chertsey Road
 - 22 Chertsey Road
 - 1 Chobham Road
 - 31 Chertsey Road

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- 29 Chertsey Road
- 27 Chertsey Road
- Aqua House, 23-25 Chertsey Road
- Waterloo House
- 7-9 Chertsey Road
- 5 The Broadway
- 7 The Broadway
- 8 The Broadway
- 11 The Broadway
- 16 The Broadway
- 17 The Broadway
- 18 The Broadway

169. Where a surrounding residential room, as a consequence of the construction of the proposed development, together with the cumulative schemes, experiences an alteration to its levels of VSC or NSL which are beyond the advisory numeric targets of BRE Guidance, the effect of the proposed development, despite the breach of BRE Guidance, is considered to be of noticeable but minor harmful effect in daylighting terms where:

- The VSC alterations to the windows serving the room are within 30% of their existing values and the NSL alteration to the room is fully BRE compliant;
- The NSL alterations to the room are within 30% of their existing values and the VSC alteration to all windows serving the room is fully BRE compliant;
- All VSC and NSL alterations applicable to the room are no greater than 30% of their baseline values

170. On this basis, the effect of the construction of the proposed development, together with the cumulative schemes, upon the daylighting amenity of the following properties is considered a minor adverse departure from the recommendations of the BRE guidelines, and therefore would not result in a significantly harmful effect:

- Central Building, 1-7 Chobham Road
- 33 Chobham Road
- 30 Chertsey Road
- 35 Chertsey Road
- 37 Chertsey Road
- 40-42 Commercial Way
- 6 Chertsey Road

171. In the cumulative scenario some of the rooms within the following properties will experience VSC and/or NSL alterations which are beyond those described previously and so fall to be considered in more detail. The table below provides further information in respect of these impacts and comments on the level of harm:

Property	Use	Windows / impacts
No.39 Chobham Road	Residential	12 windows tested 6 negligible VSC impacts (ie. BRE compliant) 4 minor harmful VSC impacts 2 moderate harmful VSC impacts
Comment - 4 minor VSC impacts (reductions of 20.94 - 26.26% in VSC). 2 moderate VSC impacts (reduction of 31.32% and 40.30%) – to window at first floor likely to serve		

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<p>either a bathroom or a bedroom which carry less daylight significance than living rooms. 4 out of 5 rooms will meet the NSL recommendations of the BRE Guide – 1 first floor room, likely to serve a bedroom or bathroom, will experience reduction in NSL of 22.5%, a minor deviation from the recommendations of the BRE Guide. Majority of windows and rooms will continue to meet the recommendations of the BRE Guide.</p>		
No.35 Chobham Road	Residential	4 windows tested 4 minor harmful VSC impacts
<p>Comment – 4 medium VSC impacts (reductions of 25.58% - 28.44% in VSC). 3 out of 4 rooms (75%) will meet the NSL recommendations – 1 room at first floor with NSL reduction of 32.3% although likely to be a bedroom or bathroom given its location at the rear of the flank return, carry less daylight significance than living rooms.</p>		
Crown Place (Proposed) (Ref: PLAN/2019/1141)	Residential	See below
<p>Comment - proposed residential scheme, situated to the east of the proposed development; internal layouts gained from planning register. The proposed accommodation is not yet built and therefore, the Average Daylight Factor (ADF) test advocated in the BRE as the measure of daylight for new development has been applied. The ADF results demonstrate that 177 out of 210 rooms (84%) will meet the numerical target values recommended in the BRE Guide. The cumulative effect of the proposed development is considered to be of minor harmful effect.</p>		
O'Neil's (second floor)	Residential	7 windows tested 3 negligible VSC impacts (ie. BRE compliant) 4 moderate harmful VSC impacts
<p>Comment – 4 moderate VSC impacts (reductions of 35.68% - 49.21% in VSC) 6 out of 7 rooms (86%) will meet the NSL recommendations. 1 room will experience NSL reduction of 38.2%. Each room will retain a view of unobstructed sky to the back of the room - indication of reasonable retained daylight distribution when read in conjunction with the retained levels of VSC to both rooms in question.</p>		
No.75 Commercial Way	Residential	16 windows tested 11 negligible impact (ie. BRE compliant) 5 minor to high VSC impacts
<p>Comment – 5 minor to high VSC impacts (reductions of 23.80% - 69.67% in VSC) - these windows likely to serve bedrooms or bathrooms given the smaller glazing size and location at the rear – 7 out of 9 rooms (78%) will meet the NSL recommendations. 1 first floor room at the rear experiences NSL reduction in excess of 40% although research suggests this small room is a bathroom/WC. Moderately harmful daylight effects would arise to an isolated number of windows and rooms although rooms understood to be either a bedroom or bathroom, will retain a view of unobstructed sky to circa half the room depth, considered an indication of good retained daylight distribution given the room uses, which carry less expectation for daylight than living rooms.</p>		
No.12 Chertsey Road	Residential	11 windows tested 7 negligible VSC impacts (ie. BRE compliant) 3 minor harmful VSC impact 1 moderate harmful VSC impact
<p>Comment – 3 minor VSC impacts (reductions of 20.26% - 29.29% in VSC). 1 moderate impact (reduction of 31.94% in VSC). NSL to 7 out of 7 rooms complies with BRE Guide</p>		

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No.18 Chertsey Road	Residential	5 windows tested 4 negligible VSC impacts (ie. BRE compliant) 1 minor harmful VSC impact
Comment – 1 minor VSC impact (reduction of 25.42% VSC) - 3 out of 4 rooms meet the NSL recommendations – 1 ground floor room will experience NSL reduction of 33.2%, although the room, which is understood to have a deep floorplate, will retain a view of unobstructed sky to circa half its depth		
No.24 Chertsey Road	Residential	6 windows tested 5 negligible VSC impacts (ie. BRE compliant) 1 moderate harmful VSC impact
Comment – 1 moderate VSC impact (reduction of 40.93%) – this window has very limited access to daylight in the existing condition due to the external obstructions in front of it which leads to a disproportionate change in VSC levels – window also understood to serve secondary purpose to living/dining room and the other three main windows serving this room will all be unaffected by the proposed development with retained VSC levels of over 26% - 2 out of 3 rooms will meet the NSL recommendations - 1 room experiences NSL reduction of 23.2%, marginally outside of the recommended 20% level.		

Cumulative sunlight effects

172. The assessment demonstrates that 213 out of 249 rooms will not experience a change in sunlight exceeding levels recommended in the BRE Guide in the cumulative scenario. The following properties have a number of site-facing rooms that are within 90 degrees of due south and will experience alterations which, in accordance with the BRE Guide, will not be noticeable to occupiers. These properties are as follows:

- 41 Chobham Road
- 33 Chobham Road
- O'Neil's,
- 35 Chertsey Road
- 43 Chertsey Road
- 45 Chertsey Road
- 47 Chertsey Road
- 47a Chertsey Road
- Albion House
- 75 Commercial Way
- 8 Chertsey Road
- 12 Chertsey Road
- 18 Chertsey Road
- 24 Chertsey Road
- 1 Chobham Road
- 23-25 Chertsey Road
- Aqua House, 7-9 Chertsey Road
- 17 The Broadway

173. In the cumulative scenario some properties will experience sunlight amenity impacts which are beyond those described previously and so fall to be considered in more detail. The following table provides further information in respect of these impacts and comments on the level of harm:

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Property	Use	Windows / impacts
Nos.1-7 Central Building Chobham Road	Residential	10 rooms tested 7 negligible impacts (ie. BRE compliant) 3 moderate harmful impacts
Comment – 3 moderate harmful impacts (alterations to annual sunlight of between 35.9% – 41.5%) - absolute levels of retained annual APSH are over 24% for all three windows, marginally below the 25% target recommended in the BRE - winter sunlight availability to two of the rooms will continue to meet the recommendations of the BRE and the absolute level of retained winter APSH for the one remaining room is 4%, marginally below the BRE suggested target of 5%		
Concorde and Griffin Houses (Proposed)	Residential	See below
Comment – 3 out of the 12 rooms assessed will meet the recommendations of the BRE for sunlight - 8 rooms record annual sunlight alterations ranging from 22.9% - 60%. However, 3 of these rooms are understood to serve bedrooms which the BRE acknowledge carry less of an expectation for natural lighting when compared to main living rooms		
No.39 Chobham Road	Residential	5 rooms tested 3 negligible impacts (ie. BRE compliant) 2 minor harmful impacts
Comment – 2 minor harmful impacts (25.8% and 29.4%), marginally beyond the BRE's suggested 25% target.		
No.35 Chobham Road	Residential	4 rooms tested 4 minor to moderate harmful impacts
4 minor to moderate harmful impacts (alteration to annual sunlight ranging from 27.3% to 37%) - absolute level of retained APSH ranges from 17% to 20%, below the 25% target recommended in the BRE – all 4 rooms are fully BRE compliant in terms of any alteration to winter APSH levels		
Crown Place (Proposed)	Residential	172 rooms tested 154 rooms fully BRE compliant in respect of sunlight
Comment - 18 rooms that are not able to meet the BRE's suggested annual APSH levels, with reductions ranging from 32.4% - 48.4%		

174. Whilst some properties will experience, in the cumulative scenario, a change in their amenity in terms of daylight and sunlight this is not considered, in the round, to be significant or substantial and is commensurate with the highly urban nature of the scheme itself and the Woking Town Centre location.

Concorde House and Griffin House (Proposed)

175. This is a proposed residential scheme, located close to the west of the scheme; proposed internal layouts have been obtained from the planning register. The proposed accommodation has not yet been granted planning permission, or constructed, and therefore the Average Daylight Factor (ADF) test advocated in the BRE as the measure of daylight for new development has been applied.

176. The assessment models a representative sample of rooms on the lower floors, applying the ADF test to check that the rooms will meet the numerical target values recommended in the BRE Guide; corresponding rooms on the upper floors will receive improved levels of ADF due to their elevated position.

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177. The ADF results demonstrate that all habitable rooms tested will continue to exceed the recommendations of the BRE Guide for new development.

Outlook and privacy

178. 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. 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.
179. With the exception of residential accommodation at second floor level within O'Neils, which is located at an oblique angle in relation to the podium, no residential uses exist on the opposite side of Chobham Road, and none exist on the opposite side of Church Street East. Furthermore the podium would maintain similar separation distances to those properties on the opposite sides of Commercial Way, Chobham Road and Church Street East as the existing building, such that no significantly harmful loss of outlook / overbearing or loss of privacy would occur to residential uses within these street scenes.
180. In a north-westerly direction predominantly non-residential properties exist between the site and Victoria Way; whilst Central Buildings, Chobham Road provide residential accommodation at first floor level and above windows to these properties are orientated at 90° in relation to the tower such that no significantly harmful loss of outlook / overbearing effect, or loss of privacy, would occur when also taking into account separation distance. Whilst residential properties exist on the opposite side of Victoria Way, the tower would be located offset in relation to these (ie. not directly opposite) remaining a minimum of 150 metres from the closest point of Century Court, and a minimum of 200 metres from the closest residential properties on the north-western side of the Basingstoke Canal, including Bridge House and Kingswood Court. Notwithstanding the height and fenestration of the tower these separation distances would preclude any significantly harmful loss of outlook / overbearing effect, or loss of privacy, to these properties.
181. In a north-easterly direction the tower would be located a minimum of 220 metres from Bramwell Place, and a minimum of 150 metres from the closest point of Enterprise Place, which is orientated at 90° in relation to the tower. A minimum of 40 metres would be maintained between the red-lined site of the Crown Place application. Notwithstanding the height and fenestration of the tower these separation distances would preclude any significantly harmful loss outlook / overbearing effect, or loss of privacy, to these properties, including to the Crown Place proposal.
182. In a south-easterly direction the tower would remain a minimum of 35 metres from O'Neills (contains residential accommodation at second floor level), and a minimum of 30 metres from properties fronting the opposite side of Commercial Way, within which any residential accommodation occurs only at upper levels and inter-visibility between such properties and the tower would be somewhat limited. Within properties along Chertsey Road, The Broadway and Commercial Way (to the south-east and south-west) residential accommodation is located at upper levels only, windows are often orientated at oblique angles in relation to the tower, and inter-visibility with the tower would often be limited, or non-existent, due to the combination of the tight urban grain of these areas

and the shielding provided by existing buildings. Such properties are also located within Woking Town Centre, within which expectation of outlook and privacy are more restrained than other areas of the Borough. For these collective reasons, notwithstanding the height and fenestration of the tower, no significantly harmful loss outlook / overbearing effect, or loss of privacy, would arise to such properties.

183. Residential properties on the south-eastern side of the railway line are a minimum of 220 metres from the tower, sufficient to preclude any significantly harmful loss of outlook / overbearing effect or loss of privacy to these properties.
184. For the collective preceding reasons the scheme would result in no significantly harmful loss of outlook / overbearing effect, or loss of privacy.

Noise

185. Paragraph 170 of the NPPF sets out that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of, inter alia, noise pollution. Paragraph 180 of the NPPF sets out that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:
- *Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
 - *Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason*
186. Policy CS21 requires development to be designed to avoid significant harm to the environment and general amenity, resulting from, inter alia, noise. Policy DM5 states that in areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.
187. For noise generating forms of development, or proposals that would affect noise-sensitive uses, Policy DM7 requires a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level, stating that development will only be permitted where mitigation can be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites. Policy DM7 states that in general, the following values will be sought for residential development:
- a. *Day time (7am – 11pm) 35 dB LAeq4 16 hours in all rooms and 50 dB in outdoor living areas.*
 - b. *Night time (11pm – 7am) 30 dB LAeq 8 hours and LAmx5 less than 45 dB in bedrooms.*
188. With reference to noise levels in external amenity areas BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings* states that for traditional amenity

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spaces, such as gardens and patios, it is desirable for noise levels to not exceed 50dB LA_{eq}, with an upper guideline value of 55dB LA_{eq} in noisier environments, although recognises that recommended values are not achievable in all circumstances where development might be desirable, and that in higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels, and other factors, such as the convenience of living in these locations or making efficient use of land resources, might be warranted.

189. BS 8233:2014 states that other locations, such as balconies, roof gardens and terraces, are also important in residential buildings where normal external amenity space might be limited or not available (ie. in flats). BS 8233:2014 states that in these locations, specification of noise limits is not necessarily appropriate for small balconies as these may be included for uses such as drying washing or growing pot plants although the general guidance on noise in amenity space is still appropriate for larger balconies, roof gardens and terraces, which might be intended to be used for relaxation. Achieving levels of 55dB LA_{eq} or less might not be possible at the outer edge of these areas, but should be achieved in some areas of the space. In terms of noise external amenity areas are considered for use during day time (0700 – 2300hrs), as per Policy DM7.
190. The application has been submitted with an acoustic assessment (dated December 2019), which sets out that unattended monitoring of the prevailing background noise was undertaken in four positions between Friday 21 September and Monday 24 September 2018; the prevailing noise climate consisted of traffic along Church Street East, pedestrian traffic and noise from nearby commercial properties.
191. The acoustic assessment identifies that internal noise levels within the proposed dwellings can be effectively controlled by fairly simple glazing configurations, in accordance with the values sought for residential development by Policy DM7.
192. Various external amenity spaces are proposed on the podium. The noise survey identifies that the average LA_{eq} noise levels around the site during the daytime are generally in the region of 57dB, with the worst-case being on the corner of Commercial Way and Chobham Road, with a level of 61dB. There will be safety balustrading at podium level and the amenity areas are largely set back from the roof edge, so more than 'line of sight' screening, which is typically taken as -5dB, will be afforded. Therefore daytime noise levels in external amenity spaces on the podium will generally be below the recommended 55dB LA_{eq}. Whilst the 50dB referenced in Policy DM7 may not be achieved to this area the policy states that in general (emphasis added) that value will be sought for residential development. This site is located relatively centrally within Woking Town Centre and therefore a small compromise between a slightly elevated noise level to the podium external amenity area and factors such as the convenience of living in this highly sustainable location and making efficient use of land, is warranted, particularly given that the relevant recommendation of BS 8233:2014 is very likely to be achieved. In addition other communal external amenity spaces (ie. sky gardens) would be provided further above ground level, and therefore these areas are very likely to be subject to less noise than the podium external amenity space. Furthermore communal internal amenity spaces, including a sky lounge, would also be provided in this instance.
193. The Environmental Health Service have reviewed the acoustic assessment and raise no objections.
194. The B1 floorspace is not significant in floor area (530 sq.m GIA), would be relatively benign in noise terms, is most likely to be occupied during the day time (0700 – 2300hrs) and is located within Woking Town Centre, whereby such commercial uses are commonplace and do not cause harm in terms of noise. The A4 'Arts bar' is not

significant in floor area (221 sq.m GIA) and any licensable activities (ie. sale by retail of alcohol, provision of regulated entertainment, provision of late night refreshment and regulated entertainment) would be controlled under the provisions of the Licensing Act 2003, applications under which are always considered under the four licensing objectives, namely: prevention of crime and disorder, prevention of public nuisance, promotion to public safety and protection of children from harm. It is therefore not considered necessary to control operating hours of the A4 'Arts bar' through planning conditions.

Air quality

195. Policy CS21 requires development to be designed to avoid significant harm to the environment and general amenity resulting from noise, dust, vibrations, light or other releases. Policy DM5 states that when assessed individually or cumulatively, development proposals should ensure that there will be no unacceptable impacts on, inter alia, air quality. Policy DM6 states that development that has the potential, either individually or cumulatively, for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas or in areas at risk of becoming an Air Quality Management Area, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures. Policy DM6 states that an air quality assessment will be required for schemes proposing, inter alia, development in excess of 100 dwellings or 10,000 sq.m other floorspace (or equivalent combination) anywhere in the Borough.
196. The application has been submitted with an air quality assessment (dated December 2019), which identifies that the site is not within or adjacent to a designated Air Quality Management Area (AQMA). The air quality assessment has been carried out using the ADMS-Roads dispersion model to determine the impact of emissions from road traffic on sensitive receptors. Predicted concentrations have been compared with the air quality objectives. The results of the assessment indicate that annual mean nitrogen dioxide (NO₂) concentrations are below the objective in the 'without' and 'with' development scenario. Concentrations of particulate matter (PM₁₀) are also predicted to be below the annual mean objective in the 'without' and 'with' development scenario. Based on the evidence it is estimated that there will be no exceedances of either short term objective for nitrogen dioxide or particulate matter.
197. Given this the air quality assessment concludes that no mitigation is required as the air quality objectives are predicted to be met, however other measures such as providing secure and covered cycle storage, car share schemes, and installing electric vehicle charging points, should be incorporated to reduce the emissions generally arising from the proposed development. Such measures are proposed. The Environmental Health Service have reviewed the air quality assessment and raise no objections.

Wind microclimate

198. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, wind. The application has been submitted with a pedestrian level wind microclimate assessment (dated January 2020), the objective of which is to determine the ground and elevated level wind environment within and around the proposed development.
199. The assessment sets out that meteorological data indicate that the prevailing wind direction throughout the year is from the south-west and that there is a secondary peak from north-easterly winds, especially during the spring.

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200. The assessment sets out that wind tunnel tests were conducted on a scale model of the proposed development (including the surrounding area within a 360 metre radius of the centre of the site), taking measurements across ground level locations along the building facades and at corners, near main entrances, on pedestrian routes within and around the site and on elevated amenity spaces, at up to 154 locations for 36 wind directions, in 10° increments. Analysis was conducted on a seasonal basis but the assessment focuses on the windiest season results (generally the winter season) and those for the summer season, when pedestrian activity generally require calmer conditions.
201. The Lawson Comfort Criteria seek to define the reaction of an average pedestrian to the wind, setting out four pedestrian activities to reflect the fact that less active pursuits require more benign wind conditions. The categories are:

Comfort Category	Threshold	Description
Sitting	0-4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods
Standing	4-6 m/s	Gentle breezes acceptable for main building entrances, pick-up/drop-off points and bus stops
Strolling	6-8 m/s	Moderate breezes that would be appropriate for strolling along a city/town street, plaza or park
Walking	8-10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	>10 m/s	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically required

202. Generally, for a mixed-use development, the target conditions are:
- Strolling during the windiest season on pedestrian thoroughfares;
 - Standing conditions at main entrances, drop off areas or taxi ranks, and bus stops throughout the year; and
 - Sitting conditions at outdoor seating and amenity areas during the summer season when these areas are more likely to be frequently used by pedestrians.
203. Achieving a sitting classification in the summer usually means that the same location would be acceptable for standing in the windiest season because winds are stronger at this time. This is considered an acceptable occurrence for the majority of external amenity spaces because other factors such as air temperature and precipitation influence people's perceptions about the 'need' to use seating in the middle of winter. For a large terrace or amenity space, a mix of standing and sitting wind conditions is acceptable provided that any desired seating areas are situated in areas having sitting wind conditions.

The assessment tests several configurations:

- Configuration 1: Existing site with existing surrounding buildings
- Configuration 2: Proposed development with existing surrounding buildings and proposed landscaping scheme

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- Configuration 3: Proposed development with existing surrounding buildings, proposed landscaping scheme, and wind mitigation measures
- Configuration 4: Proposed development with cumulative surrounding buildings (without Concord House development), proposed landscaping scheme, and wind mitigation measures
- Configuration 5: Proposed development with cumulative surrounding buildings, proposed landscaping scheme, and wind mitigation measures

204. The assessment concludes that, with the application of the proposed landscaping scheme, and wind mitigation measures (inherently incorporated within the scheme) (configuration 3), wind conditions would be suitable for the intended pedestrian uses at the majority of locations, although wind mitigation measures at one balcony location to the west would be required in the form of a solid balustrade at least 1.8m high, while additional landscaping elements on the podium to the south would provide calmer wind conditions to part of the podium.
205. The assessment also concludes that, with the inclusion of the cumulative schemes (without the Concord House development), with the proposed landscaping scheme and wind mitigation measures in place (configuration 4) wind conditions at and surrounding the scheme would be improved compare to those in configuration 3, albeit one instance of strong winds would require wind mitigation measures, which could be in the form of deciduous trees at least 5m in height.
206. The assessment states that the wind conditions around the scheme in the context of the cumulative schemes (including the Concord House development) with the proposed landscaping scheme and wind mitigation measures in place (configuration 5) show that the inclusion of the Concord House development would create windier than desired conditions to the north-west of the site, with walking use wind conditions during the windiest season and the occurrence of strong winds at isolated locations. The assessment identifies that if the Concord House development is granted planning permission and implemented further wind mitigation measures will be required in some locations; which could be in the form of hard/soft landscaping elements such as 50% porous screens (at least 1m wide and 2m high) and deciduous trees (at least 5m in height) although the effectiveness of the wind mitigation strategy will need to be verified through further wind tunnel testing due to the presence of strong winds. The Concorde House proposal remains pending consideration.
207. Overall it is clear that the scheme, with the application of the proposed landscaping scheme, and wind mitigation measures (inherently incorporated within the scheme) (configuration 3) would provide wind conditions suitable for the intended pedestrian uses at the majority of locations, with two locations requiring localised wind mitigation, which could be easily secured. Whilst the cumulative effect of the scheme, combined with the Concorde House proposal, would create windier than desired conditions given the uncertainty at the present time as to whether the Concorde House proposal will be granted planning permission and thereafter implemented this matter can be addressed through the S106 Legal Agreement, requiring further assessment and implementation of mitigation if required, and securing mitigation required for the scheme alone.

Solar reflective glare

208. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, glare. The application has been submitted with a solar reflective glare report (dated January 2020).

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209. The BRE Guidelines makes the following statement regarding the potential for reflected solar glare on a development:
- a. *“Glare or solar dazzle can occur when sunlight is reflected from a glazed facade or area of metal cladding. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective tinted glass or cladding on the facade, or when there are areas of glass or cladding, which slope back so that high altitude sunlight can be reflected along the ground. Thus solar dazzle is only a long-term problem for some heavily glazed (or mirror clad) buildings. Photovoltaic panels tend to dazzle because they are designed to absorb light.”*
210. 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.
211. Solar glare assessments simulate the path of the sun for the entire year around a proposed development in order to establish the locations, times, duration and direction of solar reflections and identify where these may affect sensitive locations, with a particular focus on road users or railways.
212. 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. Glare occurrences that could encroach on the foveal view (3° from the visual axis) are likely to cause significant visual impairment or distraction; lengthy occurrences within approximately 10° of the centre of the visual axis are potentially the most hazardous. The adverse impact would often be considered major and mitigation would be required.
213. 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 for. 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 very minor significance.
214. The solar reflective glare report considers the following scenarios:
- Existing baseline v Proposed development; and
 - Cumulative scenario v Proposed development
215. The cumulative scenario considers the proposed development together with the following planning permissions / applications:
- Concord House & Griffin House (Ref: PLAN/2018/0660) – application pending
 - Crown Place (Ref: PLAN/2019/1141) – application pending
 - Crown House (Ref: PLAN/2005/0356)

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- No.10 Chertsey Road (Ref: PLAN/2019/0270)
- No.12 Chertsey Road (Ref: PLAN/2017/0404)
- Waterloo House (Ref: PLAN/2019/0020)

216. The solar reflective glare assessment is based on clear sky conditions throughout the year; a 'worst-case' scenario in solar glare terms since, in winter especially, clear skies are rare. An annual sequence of glare images is used to establish the pattern of reflections throughout the year and identify any sensitive locations where reflections appear frequent or long-lasting. At selected sensitive locations a viewpoint is positioned, and two calendar diagrams are produced at each viewpoint to identify the durations and angles of the solar glare as well as the Veiling Luminance of each instance caused by the proposed development. At the viewpoints, hemispherical images are produced for certain glare occurrences to provide a 'snapshot' representing a typical viewer's field of vision, and the angle of the reflection from the line of view.
217. The solar glare assessment indicates that, assuming clear skies, there will be some instances of solar reflection reaching each of the viewpoints assessed. However, for the most part, these will not be within 30 degrees of the line of sight. There will be instances of glare that occur within 30 degrees of the line of view, however, these instances are intermittent and transient in nature. In relation to these instances, the Veiling Luminance Analysis indicates that these could potentially cause disability glare at only one of the viewpoints for a maximum of a few minutes on each day. Given that the extent of these reflections is localised to the podium and the lower portions of the south-eastern facade of the proposed development, the effects of the potential instances of disability glare at this viewpoint would likely be similar to the glare occurring from the other neighbouring windows visible to this viewpoint.
218. The solar glare assessment concludes that given the very few instances of potential disability glare highlighted, and the short-term and intermittent nature of these instances, the impact of the proposed development on the railway lines and roads in the vicinity would be minor.

Land contamination

219. Policy DM8 relates to land contamination and requires proposals for new development to demonstrate that any existing contamination of the land or groundwater will be addressed by appropriate mitigation measures, including the remediation of existing contamination, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and the proposed development will not cause the land or groundwater to become contaminated, to the detriment of future use or restoration of the site or so that it would cause unacceptable risk of pollution in the surrounding area.
220. The application has been submitted with a Desk Study (dated December 2019) which states that some levels of contaminants have been identified in the surface made ground however, due to the hardstanding nature of the scheme, the risk to future site users is considered to be low. The Contaminated Land Officer raises no objection subject recommended conditions.
221. Whilst it is noted that the Contaminated Land Officer has recommended a condition relating to a pre-demolition asbestos survey however this matter is controlled outside of the planning regime, through the provisions of The Control of Asbestos Regulations 2012, such that a condition to this effect is considered unnecessary.

Amenities of future occupiers

222. Paragraph 127 of the NPPF states that planning decisions should ensure that developments, inter alia, create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.
223. Policy CS21 states that proposals for new development should, inter alia, be designed in an inclusive way to be accessible to all members of the community, regardless of any disability and to encourage sustainable means of travel, ensure schemes provide appropriate levels of private and public amenity space and ensure the building is adaptable to allow scope for changes to be made to meet the needs of the occupier (life time homes and modern business needs). Paragraph 5.101 of the Woking Core Strategy states that *“the Council will ... encourage all new homes to be designed to ensure that they can be easily modified to meet future housing needs, and will require applicants to demonstrate in their design and access statements how design has taken these considerations into account. The Council will therefore encourage new developments to incorporate the principles of “Lifetime Homes”*.
224. All flats would be provided across a single storey (ie. no duplex flats would be provided). The following table shows the relevant ranges of gross internal floor areas (GIA), with all flats exceeding the relevant minimum GIAs set out within the Technical housing standards – nationally described space standard (March 2015):

Number of bedrooms (b)	Number of bed spaces (persons)	Minimum GIA in scheme (sq.m)	Maximum GIA in scheme (sq.m)	Technical Housing Standards Minimum (sq.m)	Technical Housing Standards Compliant?
1b	2p	51	60	50	Yes
2b	4p	75	111	70	Yes
3b	6p	103	136	95	Yes

225. In terms of gross internal floorspace each flat would provide a high standard of accommodation, with a good number of flats, particularly 2 and 3 bedroom flats, significantly exceeding the minimum Technical Housing Standards.
226. The types of aspect which the apartments will enjoy is:
- Dual aspect – 142 apartments (45.8%)
 - Single aspect – 168 apartments (54.2%)
227. Good levels of outlook would be provided to all habitable rooms; whilst outlook at lower levels (ie. ground to fourth floors (inclusive)) would be more restricted than at upper levels none of the surrounding buildings are so close, and so high, that an unacceptable level of outlook would arise, particularly given the Woking Town Centre location of the site.
228. The position and orientation of the tower is such that none of the proposed windows within serving habitable rooms will face true north. All habitable rooms will enjoy access to periods of afternoon and/or morning sunlight throughout the year.
229. The BRE Guide recognises the importance of receiving adequate daylight within new residential accommodation. Average Daylight Factor (ADF) is used to determine the

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average illuminance on the working plane in a room, divided by the illuminance on an unobstructed surface outdoors, in accordance with BS 8206 Part 2:2008. The BRE Guide suggests minimum ADF standards for room use as follows:

- Kitchens 2.0%
- Living rooms 1.5%
- Bedrooms 1.0%

230. The Daylight and Sunlight report (dated January 2020) assesses a selection of proposed habitable rooms at first, second third and fourth floor levels; corresponding rooms above these levels have not been tested but will receive improved levels of ADF given their elevated positions. The Living/Kitchen/Diners have been assessed as one room, notwithstanding the dual-functionality of the spaces. The dining areas will experience high levels of illuminance due to their proximity to the main windows; the kitchen component is set-back within the space where artificial lighting would typically be used to provide an optimum lighting balance within the space; the corresponding ADF target has therefore been set by reference to the values for a living-room (1.5%).
231. The assessment demonstrates that 61 out of the 84 habitable rooms tested (72%) at first, second third and fourth floor levels exceed the recommended ADF targets. Furthermore all the ADF levels would be expected to improve on corresponding habitable rooms above fourth floor level, where daylight potential is greater due to reduced obstructions from surrounding built development. It must also be noted that the majority of ADF fails identified at these levels occur at first floor level along the Church Street East frontage, and at first and second floor levels along the Chobham Road frontage. Flats at these levels would benefit from private 'recessed' balconies which contribute towards the ADF failures, but which provide other benefits in terms of residential amenity. Overall it is clear that the very great majority of habitable rooms would benefit from excellent daylight levels. Whilst there would be some ADF failures at lower levels these would be outweighed by the provision of private balconies to most affected flats. The provision of daylight overall is of a high standard having regard to the Woking Town Centre location of the site.
232. The assessment also addresses the effect of cumulative schemes upon the daylighting amenity of the proposed development, demonstrating that 59 out of the 84 habitable rooms (70%) tested at first, second third and fourth floor levels exceed the recommended ADF targets. This represents a very small change in comparison to the 61 out of the 84 habitable rooms tested (72%) which would exceed the recommended ADF targets without the cumulative schemes, demonstrating that the cumulative schemes do not unduly compromise the daylighting amenity of the scheme.
233. In terms of amenity space SPD Outlook, Amenity, Privacy and Daylight (2008) does not form part of the Development Plan although it provides guidance on how Policy CS21 could be applied. SPD Outlook, Amenity, Privacy and Daylight (2008) states that:
- a. *"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"*.
234. SPD Outlook, Amenity, Privacy and Daylight (2008) also states that:

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- a. *“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”.*

235. In addition to private balconies to some of the flats (as further set out) future occupiers would have use of the following communal amenity areas:

- Ground floor – Reception / residents lounge (349 sq.m) and courtyard (95 sq.m)
- 1st floor – Residents lounge (131 sq.m) and x2 business lounges (16 sq.m and 17 sq.m)
- 2nd floor – Residents clubhouse (115 sq.m)
- 3rd floor – Residents clubhouse (117 sq.m), residents lounge / gym (266 sq.m) and external amenity, including swimming pool etc (638 sq.m)
- 32nd floor – Sky garden (62 sq.m)
- 36th floor – Sky garden (82 sq.m)
- 39th floor – Sky lounge (274 sq.m)

236. The DAS sets out that communal amenity spaces will consist of:

Internal	External
Gymnasium	Meditation Courtyard
Sauna	External Heated Swimming Pool
Clubhouse	Barbeque Areas
Sky Lounge	Lounge Areas
	Sitting / Eating Areas
	Green Roof (outlook value)

237. The DAS also provides indicative landscaping plans of the external amenity space at third floor level, which shows this area being able to accommodate a variety of potential amenity uses and how a high quality landscape design could be implemented to achieve a high quality space, including some areas for children’s play. The DAS also provides indicative landscaping plans of the ‘sky gardens’ provided at 32nd and 36th floors, with these areas containing decking and outdoor seating.

238. The assessment demonstrates that 88% of the communal external amenity space (at third floor level) would receive more than 2 hours of direct sunlight on 21 March, and that 97% of this space would receive more than 2 hours of direct sunlight on 21 June. This is well in excess of the BRE Guide recommendations that 50% of such areas should receive at least 2 hours direct sunlight on 21 March, such that a very good level of sunlit amenity will be provided by this space.

239. Between levels 4 and 31 (inclusive) the arrangement of private balconies is as follows:

- Floors with private balconies (provided to x4 of x9 flats – ie. 44% per floor): 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29 and 31
- Floors without private balconies: 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28 and 30

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240. Between floors 32 - 35 (inclusive) there would only be private terraces to x2 apartments at floor 32. Between floors 36 - 38 (inclusive) all flats would benefit from private balconies.
241. The largest (3 bedroom (6p)) flats are to be provided at the following floor levels, with x14 of the x16 flats (87%) benefitting from a private balcony:
- 1st floor - x6 flats - x5 with private balconies
 - 2nd floor - x4 flats - x3 with private balconies
 - 36th - 38th floors (inclusive) - x6 flats - all with private balconies
242. Taking into account the Woking Town Centre location of the site, and that the scheme would provide flatted development, the overall approach to amenity space provision is considered to be of a good standard and acceptable. A good number of private balconies would be provided, including to 87% of the largest (3 bedroom (6p)) flats with extensive areas of communal amenity space provided both internally and externally.
243. The DAS sets out that all apartments have been designed to comply with Lifetime Homes and to be adaptable, or capable of being adaptable, to allow scope for changes to be made to meet the needs of the occupiers in accordance with Approved Document M4(2) Category 2: Accessible and Adaptable Dwellings, and that each bath can be swapped out for a disabled access shower as required.

Measures to support biodiversity and green infrastructure

244. Appropriate CIL contributions will be made, which will fulfil the requirements of Policy CS17. In addition to this, the scheme itself incorporates a variety of planting across numerous open spaces (ie. ground and podium), as well as green walls, which will enhance the green infrastructure network of Woking Town Centre, and will also make a positive contribution to biodiversity, as required by Policy CS7.

Transport and accessibility

245. The NPPF promotes sustainable transport through locating development in sustainable locations, limiting the need to travel and offering a genuine choice of transport modes. 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.
246. Policy CS18 states that the Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity and that this will be achieved by, inter alia:

Locating most new development in the main urban areas, served by a range of sustainable transport modes, such as public transport, walking and cycling to minimise the need to travel and distance travelled.

Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of development traffic and other environmental and safety impacts (direct or cumulative). Transport Assessments will be required for development proposals, where relevant, to fully assess the impacts of development

and identify appropriate mitigation measures. Developer contributions will be secured to implement transport mitigation schemes.

Requiring development proposals that generate significant traffic or have significant impact on the Strategic Road Network to be accompanied by a travel plan, clearly setting out how the travel needs of occupiers and visitors will be managed in a sustainable manner.

Implementing maximum car parking standards for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. Minimum standards will be set for residential development. However, in applying these standards, the Council will seek to ensure that this will not undermine the overall sustainability objectives of the Core Strategy, including the effects on highway safety. If necessary, the Council will consider managing the demand and supply of parking in order to control congestion and encourage use of sustainable transport.

247. The reasoned justification text to Policy CS18 states:

- a. *The main urban centres offer a wide range of retail, employment and community services. It is in these areas where public transport interchanges and walking and cycling networks are readily available. By concentrating development in the main urban centres, the amount and length of journeys can be minimised, particularly by private car, as the needs of the population can be met by the services and facilities around them, and use of sustainable transport modes can be maximised. This will lead to a reduction in energy consumption, efficient use of public transport, lower transport carbon emissions and an overall improvement in the well being of the population due to the health benefits of walking and cycling and increased social inclusion.*

248. The reasoned justification text to Policy CS18 further states that:

- a. *Woking Rail Station provides a fast and frequent service to London, intra-regional and local rail services and is an interchange for the Railair coach service to London Heathrow Airport. Woking as a transport hub has a direct linkage to the economic viability and vitality of the town centre and rest of the borough. The rail station is a focus for providing an integrated transport interchange to influence a shift in behaviour to non-car modes of travel. Works to improve capacity at Woking Rail Station are included in the Infrastructure Delivery Plan.*

249. The application has been submitted with a Transport Assessment (TA) and a Movement and Connectivity Study (both dated January 2020).

Pedestrian and vehicular access

250. The site, currently occupied at ground floor by a charity retail outlet, is located relatively centrally within Woking Town Centre, being bounded to the north by Church Street East, to the east by a pedestrianised stretch of Chobham Road, to the south by Commercial Way and to the west by Church Path, with existing vehicular access into the off-street servicing / parking area taken from Church Path.

251. The proposed development would include a new area of public realm across which the main pedestrian access for residential occupiers would be provided from Church Path. Proposed vehicular access for the on-site car parking and the on-site servicing area are

a single access along Church Street East. Further pedestrian access for residential occupiers would be provided through a 'secondary' lobby along Commercial Way, connecting with the main reception area. Pedestrian access to the B1 'Tech Hub' floor space would be taken from Commercial Way close to the corner with the pedestrianised stretch of Chobham Road and pedestrian access to the A4 'Arts Bar' would be across the new area of public realm fronting Church Path.

Walking

252. Many of the streets within Woking Town Centre are pedestrianised and have been subject to recent significant enhancements, which has contributed to the provision of a high quality local environment for pedestrians. Whilst this is the case it is recognised that the proposed development will increase the level of pedestrian trips within the vicinity particularly, given the Woking Town Centre location and the proximity of the site to the railway station and bus stops, along key pedestrian desire lines to and from the railway station and bus stops and from the Woking Town Centre area to the west.
253. These key pedestrian desire lines have been further appraised within the Movement and Connectivity Study, which concludes, using 'Fruin' assessment of the existing infrastructure available to pedestrians across Woking Town Centre within the vicinity of the site, both for background demands and the projected future demands with committed and proposed developments having come forwards, that an 'A' standard level of service, equating to the 'most comfortable' (sufficient area is available for pedestrians to freely select their own walking speed and manoeuvre to avoid conflicts with other pedestrians) is achieved network-wide and will be sustained with further development within the vicinity.
254. The Movement and Connectivity Study concludes that, from a quantitative perspective, there are no stretches upon the local network available for pedestrians where the resultant pedestrian flow demands would be either materially constrained by the available link capacity or where level of service would materially differ.
255. For the purpose of commuting, which is the key travel purpose particularly during peak periods, the 'acceptable' walking distance, as guided by the Chartered Institute of Highways and Transportation (CIHT), is defined as 1 kilometre, which incorporates the full extent of Woking Town Centre, with its retail and leisure opportunities, as well as Woking railway station and the High Street bus stops.
256. The BRE has developed the Home Quality Mark (HQM) to form part of the BREEAM group of quality and sustainability standards. Assessment under the HQM measures a range of issues, including a number relating to 'Our Surroundings' and with one of these being 'Transport and Movement'. The scope to access a range of local amenities is considered a key contributor to the 'Transport and Movement' characteristics of a site.
257. The 'Home Quality Mark – Technical Manual' identifies the range of key local amenities which should be targeted firstly to be within a walking distance of 650 metres of a site, via a safe pedestrian route. These include administrative services (such as post office, bank and cash point), health services (such as GP surgery / medical centre and pharmacy) and food retail (such as supermarket or grocer). The assessment only requires for three different types of these facilities to be within the defined walk distance to achieve the first of the criteria.
258. The guidance then references the additional range of beneficial local amenities which should be targeted within a walking distance of 1.5 miles (around 2.4km), again via a safe pedestrian route, or a public transport travel time of thirty minutes. These include

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purpose built recreation or leisure facilities, childcare facility or school, large-scale retail and community facilities. The assessment only requires two of these to be within the defined distance or time.

259. The TA lists the full range of local amenities referenced in the ‘Home Quality Mark – Technical Manual’, demonstrating whether or not these are within the defined travel distance or travel time thresholds of the site:

	Distance / Time		Supporting Commentary
	650 metres	30 mins*	
Post Office	✓		Nearest within WH Smith store in Wolsey Place approx 200m
Bank	✓		Both TSB and Barclays are approx 100m; there are cashpoints at both also (also numerous other banks within 650m)
Cash Point	✓		
Surgery / Health Centre	✓		York House Medical Centre on Heathside Road approx 640m
Pharmacy	✓		Boots Pharmacy in Peacocks Centre within approx 650m
Local Food Retail	✓		Budgens convenience store (corner of Chertsey Road/Broadway) approx 250m
Leisure Centre		✓	Woking Leisure Centre approx 1.4km from the site, a walk of 17-18 minutes
Public Park		✓	Wheatsheaf Recreation Ground approx 350m
Children's Play Area		✓	Children's play area in Wheatsheaf Recreation Ground approx 550m and in Woking Park, about 1.4km, a walk of approx 17-18 mins
Nursery / Pre-School		✓	Bright Horizons Teddies day nursery is located on The Grove approx 500m
Primary School		✓	Maybury Primary School on Walton Road is approx 500m
Secondary School		✓	Woking High School is about 2.3km, a typical walk of approx 29 minutes
Main Food Retail		✓	Sainsbury's supermarket in Wolsey Place approx 260m
Main Non-Food Retail		✓	Woking Town Centre has a range of non-food retail outlets within 650m
Community Centre		✓	Maybury Centre (in Board School Road) provides a number of community facilities, approx 550m
Library		✓	Woking Library in Gloucester Walk is approx 150m
<i>*NOTE: The 30mins travel time threshold, as a walk, equates to a walk of 2.4km</i>			

260. This assessment demonstrates that the full range of key local amenities would sit within the shorter distance threshold of 650 metres of the site (equivalent to a walk of around eight minutes). This clearly supports the scope of the site to reduce the dependency on travel by the private car for a number of journey purposes, being further demonstrated by all ten additional beneficial facilities being within the longer travel time threshold of thirty minutes.
261. It is therefore evident that all key facilities are accessible from the site through non-car modes, being accessible in the first instance by foot and not requiring the additional use

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of local public transport or private car, with all of these also accessible within a practical cycle journey.

262. The TA identifies that, due to the Woking Town Centre location and the proximity to Woking railway station and the High Street bus stops, additional pedestrian trips would constitute a significant proportion of peak hour trip-making activity, approximately 70 pedestrian movements would occur during each peak hour, and approximately 165-175 pedestrian movements when including walks to / from public transport. Therefore, as an average across each peak hour, the pedestrian-only trips would equate to an additional pedestrian movement every minute. When including the additional pedestrian trips associated with walking to / from public transport this would represent an average of around an additional three pedestrian movements every minute. The Movement and Connectivity Study demonstrates that there would be ample capacity to accommodate these additional pedestrian flows and maintain a high level of service.

Cycling

263. Cycling has been seen as an increasingly important mode of travel especially for commuting journeys and has the scope to be used to undertake shorter-distance journeys otherwise undertaken by public transport or by car.
264. Within the vicinity of the site there are many 'recommended' cycle routes as designated by 'TravelSmart', including stretches of Chobham Road, Christchurch Way, Church Street East, Chertsey Road, Commercial Way and The Broadway. These are complemented by the network of local routes known locally as the Planet routes, with both the Pluto (between Knaphill and Woking Town Centre) and Mars (between Chertsey and Woking Town Centre, with branches to Guildford and Old Woking) trails running within or close to Woking Town Centre. Two National Cycle Network (NCN) routes cross in Woking; NCN 223 links Woking with Guildford to the south and Chertsey to the north, whilst the Basingstoke Canal towpath a short distance to the north forms the traffic-free NCN 221 which runs west to Brookwood.
265. There are public cycle parking spaces provided by banks of Sheffield-type stands around the site. The Movement and Connectivity Study considers the accommodation of cyclists along the key desire lines, identifying no material issues and / or deficiencies within the existing cycling environment. Literature published by Sustrans suggests that whilst definition of an acceptable cycle distance cannot be fixed, an approximate and sound guide for a comfortable cycling distance could be up to 5 miles (about 8 kilometres) over a half-hour period, which links with recommended minimum amounts of adult physical activity of five thirty-minute units weekly. A cycle catchment threshold of five kilometres extends westwards to include Horsell and Knaphill and north-east to West Byfleet. At eight kilometres the catchment would run through to Weybridge to the north-east and Guildford to the south. It is therefore feasible for cycling to and from the site to be undertaken from within a wide catchment area and for a number of different trip purposes.
266. The TA projects an additional 10 cycle movements during the a.m. peak hour, and an additional 9 cycle movements during the p.m. peak hour, with these associated solely with the proposed dwellings; there would be no material difference in the accommodation of these trips when compared to background cycle flows within the vicinity of the site.

Rail

267. Woking railway station is around 250 metres from the site (High Street entrance), equivalent to a walk of around three minutes, and well within the 800 metre 'acceptable'

walking distance to railway stations, as recommended by the Chartered Institute of Highways and Transportation (CIHT). There are typically fourteen rail services per hour between London Waterloo (average journey time between 25 - 30 minutes) and a number of population centres running through Woking railway station; including Guildford (average journey time 10 minutes), Basingstoke (average journey time 30 minutes), Portsmouth and Southampton.

268. The TA identifies that between 90-95 rail movements would occur during each peak hour. The TA also identifies that, assuming a single direction of travel for each of the residential originator rail trips (ie. outbound from Woking during the a.m. peak hour and inbound into Woking during the p.m. peak hour) and a reverse pattern for employment-based rail trips, and assuming travel to / from London only, as an average across the range of services there would be no more than a further 7 persons per service in the busiest direction each hour.
269. It should be noted that this represents a 'worst-case' assessment in that the projected additional rail trips, whilst likely to be predominantly outbound during the a.m. peak hour and inbound during the p.m. peak hour, could be distributed also amongst those services running through Woking to alternative key centres to the south and the west, which would lessen the projected impact on the range of rail services running to and from London.

Bus

270. The High Street bus stops are approximately 400 metres walking distance from the site, within the CIHT's recommended distance to a bus stop, and serve many local bus routes, including the wider Woking area alongside Camberley, Guildford and Staines. The TA identifies that there are nine regular routes contributing to fifteen buses each hour both heading into and out of Woking Town Centre, and, with a couple of these services operating as through routes, the cumulative hourly frequency is eighteen services in each direction.
271. The TA identifies that with all but one of the projected additional bus movements during each of the peak hours being for the future residential occupiers, assuming for this majority an outbound direction of travel during the a.m. peak hour (10 movements) and an inbound direction of travel during the p.m. peak hour (9 movements), as an average across the eighteen services there would be no more than 1 additional person every other service in the busiest direction.

Car parking (residential)

272. SPD Parking Standards (2018) does not form part of the Development Plan for the Borough although its purpose is to act as guidance on how Policy CS18, concerning transport and accessibility, could be applied. SPD Parking Standards (2018) sets out the following minimum on-site 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	136	68
2 bedroom	1	158	158

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3 bedroom	1	16	16
Total			242

273. Applying the minimum on-site parking standards the proposed development would need to provide x242 parking spaces. The proposed development would provide the following number of on-site parking spaces for cars, cycles and motorcycles:

Type of vehicle	Number of spaces
Cars	16
Disability spaces	10
Cycle spaces	336
Motorcycles	9

274. The proposed development represents a provision of approximately 11% compared to the minimum car parking standards. However SPD Parking Standards (2018) is clear about the circumstances where development falling below the minimum parking standards could be appropriate, namely within Woking Town Centre, as is the case in this instance. Furthermore both Policy CS18 and SPD Parking Standards (2018) acknowledge that the application of the parking standards should be balanced against the overall sustainability objectives of the Woking Core Strategy (2012).

275. Given the accessibility of the site, not only in terms of the range of travel modes which would be available to future residential occupiers to travel to and from the local area but also in terms of the range of local amenities which can be accessed practically primarily on foot given the Woking Town Centre location, the scope to both provide on-site car parking below the levels prescribed, and within this reduced-level parking provide appropriate accessible parking, is appropriate.

276. The residential element of the proposed development would be supported by a comprehensive Travel Plan which would include significant additional measures, not only to encourage non-car modes of travel but to promote more sustainable use of the car with the provision of up to x3 car club vehicles off-site within publicly accessible spaces, either on-street or within nearby Victoria Way car park. Enterprise Car Club have provided a proposal to the applicant for this provision.

277. Enterprise operate a car club scheme in Woking which is intended to provide a cheaper, greener and more convenient alternative to owning and using a private car. There are two car club vehicles currently available on-street on the A320 Guildford Road, north of its junction with Station Approach, two in the Yellow Car Park at the Peacocks Centre and an additional two vehicles available further south on Guildford Road at Quadrant Court. As part of the proposal, the applicant is proposing to facilitate and fund the provision of up to x3 car club bays either on-street or within nearby Victoria Way car park. The applicant has also agreed to a clause in the S106 Legal Agreement which would secure funding to facilitate a year's membership of the car club scheme already operated by Enterprise within Woking to those new occupiers who wish to make use of it, and a voucher towards use of the vehicles or other travel. The provision of additional car club vehicles, and funding of membership for residents, is considered to contribute towards providing an attractive alternative to private car use and is considered an appropriate response to parking provision in a highly sustainable Woking Town Centre location.

278. The site is within CPZ 'Zone 1' of Woking Town Centre in which on-street parking is restricted between 0830 – 1800hrs Monday-Sunday and in which residents living in the CPZ zone are not eligible for residential parking permits in accordance with the Council's

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current parking permit policy. Residents are however eligible for an 'off-peak' permit for parking within municipal car parks such as Victoria Way between 1700 – 0900hrs and on weekends. The proposal is therefore considered unlikely to result in overspill on-street parking due to the presence of the CPZ.

279. In terms of residential parking for motorcycles SPD Parking Standards (2018) notes that “for major flatted developments and major volume residential developments provision of spaces for motorbikes is encouraged”, stating that “as a guide development of 25 dwellings or more should give consideration to parking provision for motor bikes”. x9 motorcycle parking spaces would be provided at basement level, which is considered an appropriate level of provision.
280. SPD Parking Standards (2018) makes no reference to levels of residential car parking provision for those with registered mobility difficulties. In terms of schemes providing up to 200 spaces the number of accessible spaces is put forward at a rate of 5% of the total number of car parking spaces for employment land-uses and a rate of 6% for shopping, recreation and leisure land-uses. x10 disabled parking spaces would be provided at basement level, which is considered an appropriate level of provision.

Residential car parking management plan

281. The TA states that a residential car parking management plan would work as part of the residential travel plan, a draft of which forms part of the application. The management plan would ensure, among other points, the following:
- (i) residents with a registered disability would be first offered an invitation to access, under agreement, one of the 10 accessible parking spaces but with no flat / apartment having the scope to access more than 1 on-site space;
 - (ii) should demand for spaces from this initial invitation exceed supply, residents would be requested to confirm whether they would be willing to make use of one of the 16 standard parking spaces and, if so, such access formally confirmed by agreement
 - (iii) any of the 16 standard parking spaces not taken up through the initial allocation would be pooled and invitations then offered to residents taking up one of the 16 three-bed flats / apartments to have the scope to purchase one of these, again with no unit having the scope to access more than 1 on-site space subject to availability;
 - (iv) access to the on-site car parking would be strictly monitored by representatives of the building management, with those permitted access having to agree in advance to providing the registration of the vehicle that they would like to park in the allocated space;

Car parking (non-residential)

282. In terms of employment floorspace (B1 'Tech-Hub') and food/drink outlets (the A4 'Arts bar') SPD Parking Standards (2018) sets maximum standards based initially on floor area, with no more than 1 space for every 100 sq.m of gross floor area to be provided for B1 floorspace within Woking Town Centre and with zero parking for A3 / A4 floorspace within Woking Town Centre. There would be no on-site car parking to serve either the B1 'Tech-Hub' floor space or the A4 'Arts Bar' floor space, which is entirely consistent with

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Policy CS18 and SPD Parking Standards (2018) given the site location within Woking Town Centre.

Electric vehicle (EV) charging points

283. SPD Climate Change (2014) identifies a minimum requirement of 5% of the total number of parking spaces to be supported by active electric vehicle charging points and a further 15% of the total to be supported by passive electric vehicle charging points, for “*flats and housing with communal facilities of 20 or more car parking spaces*”. This level of provision would be provided and can be secured through condition.

Cycle parking (residential)

284. Policy CS18 states that:

“The Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity. This will be achieved by taking the following steps:

Supporting proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities...”

285. Cycle parking standards are set out within SPD Parking Standards (2018), which state the purpose of the guidance as being “*to set appropriate car and cycle parking standards for all forms of development to balance a wide set of aims*”, including to “*influence a shift in behaviour towards sustainable modes of transport*” such as cycling.
286. SPD Parking Standards (2018) sets a minimum cycle parking standard of x2 spaces per dwelling but states that this applies to “*(family houses, up to 6 residents living as a single household, including households where care is provided)*” and does not refer to flats.
287. A total of x336 residential cycle parking spaces (including a dedicated cycle wash area) would be provided within covered, lit and secure cycle storage areas at ground floor and mezzanine levels. This can be secured through condition. With a level of provision of 1 space for each of the one-bed and two-bed flat (294 spaces) and 2 spaces for each three-bed flat (32 spaces), the provision of 336 residential cycle parking spaces exceeds (by 10 spaces) the minimum requirements set out within Surrey County Council’s Vehicular and Cycle Parking Guidance (January 2018) as they relate to flats (in lieu of specific flat / apartment guidance with SPD Parking Standards (2018)).

Cycle parking (non-residential)

288. In terms of employment floorspace and food/drink outlets SPD Parking Standards (2018) sets minimum cycle parking standards based on floor area or number of seats, with a minimum of 1 space for every 125 sq.m. of gross floor area for B1 floorspace (the ‘Tech-hub’) and a minimum of either 1 space for every 20 seats or a minimum of 1 space for every 100 sq.m. of gross floor area for A3 / A4 floorspace (the ‘Arts bar’), but noting that “*town centre parking not necessarily required*”. The B1 ‘Tech-Hub’ floor space would include at least 4 covered, lit and secure on-site cycle parking spaces. Staff within the A4 ‘Arts Bar’ would be provided with 2 covered, lit and secure cycle parking spaces within the main ‘back-of-house’ ground floor area. This can be secured through condition.

Servicing (residential and non-residential)

289. Policy DM16 states that:

- a. *“The Council will require servicing facilities to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape and streetscape. In particular, servicing activities should not give rise to traffic congestion, conflict with pedestrians, or other road users, or be detrimental to residential amenity”.*

290. Policy DM16 continues with setting out how it is envisaged that this will be achieved, with the following appropriate to the proposed development:

require sufficient on-site servicing space to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;

require sufficient information for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;

require on-site servicing space and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.

291. All servicing activity associated with the proposed development, including the flats, B1 'Tech-Hub' and A4 'Arts Bar', would be undertaken within the dedicated on-site internal service yard accessed from Church Street East, which would be capable of accommodating a range of vans and small lorries, including refuse vehicles. This service yard would be capable of accommodating three 7.5t box vans (or equivalents) concurrently, or a typical refuse vehicle and a single 7.5t box van concurrently, containing the reversing into the bay area wholly on-site. There would be sufficient on-site space to accommodate both the number and type of service vehicles likely to be required and without manoeuvring on-street.

292. Servicing of the site would be subject to a servicing management strategy, part of the residential travel plan, a draft of which has been submitted with the application. The applicant acknowledges that from time-to-time residents may wish to bring a vehicle on-site, such as a car club vehicle or similar, to pick-up or drop-off large items. Where practicable to do so, this would be supported through the use of one of the basement standard parking spaces, subject to availability and by pre-arrangement only. If no standard parking space is available, subject to other planned activity within the internal service yard area, building management may consider allowing occasional use of the area running adjacent (and parallel) to the ground floor plant for this purpose, but only by pre-arrangement.

293. Sufficient storage for refuse and recycling will be provided at basement level with dedicated platform lifts providing movement of bins from basement to ground level. All refuse and recycling will be collected from the loading/ servicing bay at ground level.

Vehicle trip generation

294. The TA identifies that, in comparison to the limited vehicle activity associated with the existing retail use on the site, an additional 12 vehicle movements would occur during the a.m. peak hour, and an additional 11 vehicle movements during the p.m. peak hour,

equating to an additional vehicle movement upon the highway network no more than every five minutes each peak. When also incorporating motorcycle and taxi movements, the latter supporting a robust assessment because taxis are typically already present on the highway network, an additional 20 vehicle movements would occur during the a.m. peak hour, and an additional 19 vehicle movements during the p.m. peak hour, equating to an additional vehicle movement no more than every three minutes during each peak. On this basis the additional vehicle movements would exert no material impact upon the highway network.

Thames Basin Heaths Special Protection Area (TBH SPA)

295. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an ‘Appropriate Assessment’ stage rather than taken into consideration at screening stage, for the purposes the Habitats Directive (as interpreted into English law by the Conservation of Habitats and Species Regulations 2017 (the “Habitat Regulations 2017”).
296. Policy CS8 requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary, to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The applicant has agreed to make a SAMM contribution of £195,028 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy (April 2019 update) as a result of the uplift of x310 dwellings as set out within the following table. This would need to be secured through the S106 Legal Agreement and index linked - based on the RPI annual inflation – where planning permission is granted after April 2020:

Size of dwelling (bedrooms)	SAMM contribution per dwelling (i)	Number of dwellings in proposal (ii)	Overall SAMM contribution (ie. i x ii)
1 bedroom	£515	136	£70,040
2 bedroom	£698	158	£110,284
3 bedroom	£919	16	£14,704
Total SAMM contribution			£195,028

297. Subject to securing the provision of the SAMM tariff (through a S106 Legal Agreement) and an appropriate CIL contribution, and subject to the completion of an Appropriate Assessment (supported by Natural England), the Local Planning Authority would be able to determine that the development would not affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. On that basis (reflected in the recommendation) the development would therefore accord with Policy CS8, the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

Biodiversity and protected species

298. 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 06/2005 - Biodiversity and Geological Conservation - states at, paragraph 99, that it is essential that the presence or otherwise of protected species and the extent to which they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The Circular refers to the use of planning conditions in "exceptional circumstances" when surveys can be carried out after the grant of planning permission. Policy CS7 relates to biodiversity and protected species.
299. The application has been submitted with a Preliminary Ecological Appraisal (PEA) (dated November 2018), which identifies that the site is within an urban landscape within Woking Town Centre, accommodating a commercial building, hardstanding (largely concrete and tarmac) and several raised planting beds. The PEA states that no rare, scarce or invasive plants were noted on the site.

Protected species - Bats

300. The PEA identifies that no evidence of bat use was found inside the building or externally, although it was not possible to access the majority of the external features due to the size and nature of the building, and evidence of use is not always apparent, and that there is potential for bats to use the weep holes (open mortar joints) throughout the mid and upper levels of the existing building to access the cavity wall beyond. The PEA concludes that the building has 'low' potential to support a summer day roost, but 'moderate' to 'high' potential to support a winter hibernation roost. The PEA identifies that there are no trees suitable to support a bat roost within the site and that the site and immediate surrounding area support habitats not generally considered suitable for foraging and commuting bats, being largely urban and well-lit from artificial lighting.
301. The PEA identifies that further surveys are required to confirm the presence or likely absence, of a bat roost. A further Bat Emergence Report (dated October 2019) has therefore been submitted with the application, identifying that a single dusk emergence survey of the building was undertaken on 26 September 2019, within the bat active period (April - October), and that no bats were observed emerging from the building. However the survey was not undertaken during the core activity and maternity period (May - August). The report also identifies that further surveys should be undertaken to understand whether the cavity walls are used as a winter hibernation site for pipistrelle species, including deploying static monitoring devices during the winter hibernation period (December - March) and emergence/re-entry surveys during the spring (April) or autumn (October/November) transitional period.
302. The applicant has advised that static monitoring devices have been deployed to gather data during the winter hibernation period (December - March) however further surveys cannot be undertaken until the relevant period.
303. The recommendation reflects the need for further bat survey work to be provided to the Local Planning Authority, and thereafter reviewed by Surrey Wildlife Trust as the relevant consultee, prior to any grant of planning permission but enables this matter to be delegated to the Development Manager (or authorised deputy) provided that (i) further bat surveys confirm an absence of bat roosts or (ii) any bat roosting compensation or mitigation measures (if required) can be secured through planning condition or S106 Legal Agreement, either being first agreed by Surrey Wildlife Trust. This approach would

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ensure that the matter of protected species is correctly addressed, in line with Circular 06/2005, prior to any grant of planning permission. If the bat issue cannot be addressed as set out previously the application would either (i) be referred back to Planning Committee or (ii) refused under delegated powers.

Protected species – birds

304. The PEA gives recommendations for the incorporation of bird boxes / brick, and appropriate shrub and tree planting, within the scheme; these can be secured by condition.

Other protected species

305. The PEA identifies that there is no suitable terrestrial habitat for protected species such as great crested newt, reptiles, badger and dormice on the site.

Sustainable construction requirements, including connecting to the existing or proposed CHP network

306. Policy CS22 reflects the carbon reduction targets as:
307. All new residential buildings should be 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations
308. New non-residential developments of 1,000 sq.m or more (gross) floor space are required to comply with BREEAM 'Very Good' standards (or any future national equivalent), while all new developments should consider the integration of Combined Heat and Power (CHP) or other forms of low carbon district heating in the development
309. SPD Climate Change (2013) provides more detailed guidance.
310. The application has been submitted with an Energy and Sustainability Strategy (dated January 2020), which states that overall the scheme will achieve a 36.5% reduction in regulated carbon dioxide emissions over the Part L 2013 compliance target, in excess of the 19% target. These reductions will be achieved through significantly improving the thermal performance of the building fabric over the Part L 2013 minimum requirements together with connection of the building to the local District Heating Network, which will supply heat for space heating and domestic hot water generation in all residential and non-residential areas. Connection to the local District Heating Network will negate the need for having an on-site CHP unit. These measures can be secured through conditions.
311. BREEAM pre-assessments are included within the Energy and Sustainability Strategy, confirming that a rating of 'Very Good' for the non-residential elements of the scheme is achievable, and that all mandatory elements can be met, in line with Policy CS22.
312. Policy CS23 encourages, but does not mandate, the use of Low Zero Carbon (LZC) technologies to include evidence based reasoning for the use or disregard of LZC technologies. The Energy and Sustainability Strategy appraises differing types of LZC including biomass boilers, photovoltaics (PVs), solar thermal, ground source heat pumps, air source heat pumps and wind turbines, concluding that connection to the local District Heating Network is the most efficient energy source, minimising additional sources of air pollution and reducing impact upon the surrounding electrical infrastructure.

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313. The Energy and Sustainability Strategy states that the residential element of the scheme will aim to reduce average internal potable water consumption to 105 litres per person per day (plus 5 litres per person per day for external use) through the provision of efficient water fittings (including aerated shower heads and taps, dual flush toilets, and low water consumption appliances) throughout the development. Non-residential elements will incorporate water efficient fittings in line with BREEAM standards to reduce water consumption.

Flooding and water management

314. Paragraph 155 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, whether existing or future.
315. The application has been submitted with a Flood Risk Assessment (FRA) and SuDS Strategy report (both dated January 2020).
316. The site is located within Flood Zone 1 (low risk), significant distances (900 metres+) from Flood Zones 2 and 3 (medium and high risk); therefore no fluvial flood risk issues arise and a sequential test is not required in this instance.
317. The FRA identifies that the site has a low probability of flooding from surcharging sewers and highway drainage. There is also a low probability of flooding from groundwater sources, provided appropriate waterproofing is implemented at basement level. The Strategic Flood Risk Assessment (SFRA) (November 2019) identifies that the site is at very low risk of surface water flooding although adjacent carriageways to the south and west have a low risk, albeit these areas do not pose a risk in terms of safe means of access and egress.
318. The proposed SuDS strategy includes a combination of green roofs and planting areas at podium, and pavilion roof levels, permeable surfacing at ground level to 'Jubilee Gardens' and along the Church Street East frontage, and a subterranean attenuation tank beneath 'Jubilee Gardens'; the peak surface water discharge rate from the site will be 5 l/s. The SuDS system would discharge into the surface water sewer by gravity via a flow control device (hydro-brake) and accommodate a 1-in-100 year plus 40% climate change event.
319. The Drainage and Flood Risk Engineer raises no objection subject to conditions.

Aviation

320. The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002) identifies two officially safeguarded aerodromes within 20km of the site; London Heathrow, which has been consulted and raise no objection. Farnborough Airport, which has been consulted and have not provided comments. The National Air Traffic Services (NTAS) have been consulted and raise no objection subject to conditions.
321. Fair Oaks Airport have raised an objection although are not an officially safeguarded aerodrome for the purposes of the Direction. The applicant has submitted an Aviation Safeguarding Assessment which responds to the objection raised by Fair Oaks Airport. The assessment concludes that infringement of the conical surface by the proposed development is not a sufficient justification for an objection on the grounds of flight safety

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associated with operations at Fairoaks Airport and that, to be valid, the objection would need to be further supported by an operational assessment demonstrating a real adverse impact, taking account of the specific details of those operations and having further regard to the existing infringements of the conical surface by buildings already present in Woking.

322. The assessment also concludes, that, based on current understanding of operations, the proposed development would have no adverse impact on the safety and efficiency of operations at Fairoaks Airport. The assessment sets out that the airport manager at Fairoaks Airport has had the opportunity to respond to the case that has been set out in the Aviation Safeguarding Assessment, in order to address any shortcomings in the understanding and interpretation, and has failed to do so, and that no substance has been presented by the airport manager to support the objection.
323. Under the requirements for aerodrome safeguarding set out in the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002), if the Local Planning Authority is minded to grant planning permission, it is required to notify both the Civil Aviation Authority (CAA) and the consultee (Fairoaks Airport). If the CAA were to have any real concerns about the impacts of the scheme then it would respond accordingly and the Local Planning Authority would be able to react accordingly. Conversely, if the CAA were not to provide unequivocal support to the objection of Fairoaks Airport, it would be evident that the objection was not valid and that planning permission could be granted without leading to any adverse impact on aircraft operations at Fairoaks Airport.

LOCAL FINANCE CONSIDERATIONS

324. The development would be liable for Community Infrastructure Levy (CIL) to the sum of £3,125,594 (£3.1 million) (including the January 2020 Indexation).

BALANCING EXERCISE AND CONCLUSIONS

325. Section 4 of the NPPF (Paragraph 38) states that Local Planning Authorities should approach decisions on proposed development in a positive and creative way and that decision-makers at every level should seek to approve applications for sustainable development where possible. Section 11 of the NPPF (Paragraph 117) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Section 2 of the NPPF (Paragraph 12) states that Local Planning Authorities may take decisions that depart from an up-to-date Development Plan, but only if material considerations in a particular case indicate that the plan should not be followed. The role of the planning system is to contribute to the achievement of sustainable development. This often involves balancing the economic, social and environmental aspects of a proposal, particularly in large scale developments such as in this instance.

Harm arising from the proposal

326. Owing to its location and height, the proposed development will inevitably have a visual effect upon adjacent Grade II Listed Christ Church and cause a degree of harm. However Christ Church is presently experienced within a distinctly urban context which does include existing tall buildings and, given change since its construction, its setting does not contribute greatly to its significance. The harm caused is therefore considered to be less than substantial to the significance of the designated heritage asset. Although

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less than substantial this harm must be afforded great weight in line with Paragraph 193 of the NPPF, albeit weighed against the public benefits of the proposed development.

327. The loss of 4,217 sq.m (GIA) of existing A1 retail use within the primary frontage within Woking Town Centre would conflict with an element of Policy CS2.

Public benefits of the proposal

328. The PPG identifies that public benefits can be anything that delivers economic, social or environmental progress and be of a nature or scale to benefit the public at large. The development would provide a significant amount of new, good quality housing, contributing 310 dwellings (and their associated spending power) to the highly sustainable location of Woking Town Centre within which the Woking Core Strategy (2012) both requires such development to be focussed, and identifies for significant change.
329. Whilst the Local Planning Authority considers that it can currently demonstrate a 5-year supply of housing Paragraph 59 of the NPPF identifies the Government's objective to significantly boost the supply of housing and Paragraph 73 of the NPPF highlights that an identified 5-years' worth of housing is only a minimum state. Significant weight attaches to the scale and nature of the housing benefits this scheme would provide.
330. The scheme would provide high-quality new public realm, 'Jubilee Gardens', which would enhance the townscape of Woking Town Centre.
331. The B1 'Technology-hub' proposed would support small and medium sized enterprise (SME) formation and development through the provision of managed workspace and serviced office accommodation, in accordance with Policy CS15, the reasoned justification text to which states that the need to renew and refurbish employment floorspace, particularly office space in Woking Town Centre, is imperative if the Borough is to retain existing occupiers and compete effectively for new occupiers looking to locate in the area. In addition the A4 'Arts Bar', would retain part Class A use on the site, and the residential element (310 dwellings) would increase consumer spending, thereby strengthening the vitality and viability of the existing A1 retail units in Woking Town Centre in accordance with the overarching objectives of Policy CS2.
332. The precise economic impact of the development is difficult to quantify. However, it is considered that the proposal will continue the process of the regeneration of Woking Town Centre. It is believed that the quality of the design and materials, the improvements to the public realm and the provision of new, modern B1 'Tech-hub' accommodation will create a positive environment to encourage investment. It is also clear that there would be significant economic benefits from the proposed development through employment provided during the construction phase, additional spending power resulting from the construction phase and from future residential occupiers of the scheme, all enhancing the economic vitality, and overall vibrancy, of Woking Town Centre. To these benefits, overall, great weight should be afforded in favour of the proposed development.
333. To all of the benefits of the proposed development, it is considered that more than considerable weight should be afforded. They represent public benefits as referred to within Paragraph 196 of the NPPF, which in the circumstances of this application, are considered to significantly and demonstrably outweigh the considerable weight and importance that is attached to the less than substantial harm to the setting of adjacent Grade II Listed Christ Church, together with the loss of 4,217 sq.m (GIA) of existing A1 retail use within the primary frontage in conflict with an element of Policy CS2.

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334. Therefore the application is recommended for approval subject to the further bat survey, and Appropriate Assessment, provisions previously set out, S106 Legal Agreement and conditions.

BACKGROUND PAPERS

Consultation responses
Letters of representation

PLANNING OBLIGATIONS

	Obligation	Reason for Agreeing Obligation
1.	£195,028 SAMM (TBH SPA) contribution <i>(to be index linked - based on the RPI annual inflation - where planning permission is granted after April 2020)</i>	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
2.	Car club provisions, including provision of up to three vehicles, publicly accessible parking spaces, £50 worth of free travel for all dwellings and 1 year free membership of car club for all dwellings	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
4.	Late stage viability review in relation to affordable housing provision	To accord with Policy CS12 of the Woking Core Strategy (2012), SPD Affordable Housing Delivery (2014) and the provisions of the NPPF
5.	Provision of wind microclimate mitigation measures and any additional wind microclimate testing and mitigation which may reasonably be required arising out of cumulative schemes such as Concorde House	To accord with Policy CS21 of the Woking Core Strategy (2012) and SPD Design (2015)

RECOMMENDATION

That authority be delegated to the Development Manager (or their authorised deputy) to GRANT planning permission subject to:

- (i) Further bat surveys confirming an absence of bat roosts from the existing building, or any bat roosting compensation or mitigation measures (if required) being secured via planning condition or S106 Legal Agreement. Either to be first reviewed and supported by Surrey Wildlife Trust;
- (ii) Completion of an Appropriate Assessment, supported by Natural England;
- (iii) Referral to the Civil Aviation Authority (CAA) under the provisions of The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002); and
- (iv) Recommended conditions and Section 106 Legal Agreement.

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Conditions

Time limit

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

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

Approved drawings and documents

02. The development hereby permitted shall be carried out in accordance with the approved drawings 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

Drawing Title	Drawing No.	Revision
Location Plan - Proposed	UK1802-GET-00-00-DR-A-92100	P06
Block Plan - Proposed	UK1802-GET-00-00-DR-A-92101	P04
Site Plan - Proposed	UK1802-GET-00-00-DR-A-92102	P04
Ground Floor Part 1 - Proposed	UK1802-GET-00-00-DR-A-92201	P06
Ground Floor Part 2 - Proposed	UK1802-GET-00-00-DR-A-92202	P06
Ground Floor Plan - Proposed	UK1802-GET-00-00-DR-A-92251	P07
1st Floor Part 1 - Proposed	UK1802-GET-00-01-DR-A-92205	P06
1st Floor Part 2 - Proposed	UK1802-GET-00-01-DR-A-92206	P05
1st Floor Plan - Proposed	UK1802-GET-00-01-DR-A-92253	P06
2nd Floor Plan Part 1 - Proposed	UK1802-GET-00-02-DR-A-92207	P06
2nd Floor Plan Part 2 - Proposed	UK1802-GET-00-02-DR-A-92208	P04
2nd Floor Plan - Proposed	UK1802-GET-00-02-DR-A-92254	P06
3rd Floor Plan Part 1 - Proposed	UK1802-GET-00-03-DR-A-92209	P03
3rd Floor Plan - Proposed	UK1802-GET-00-03-DR-A-92255	P04
39th Floor Plan Sky Lounge - Proposed	UK1802-GET-00-39-DR-A-92220	P04
Basement Plan - Proposed	UK1802-GET-00-B1-DR-A-92200	P07
Basement Plan - Proposed	UK1802-GET-00-B1-DR-A-92250	P01
Mezzanine Floor Part 1 - Proposed	UK1802-GET-00-M1-DR-A-92203	P04
Mezzanine Floor Part 2 - Proposed	UK1802-GET-00-M1-DR-A-92204	P04
Mezzanine Floor Plan - Proposed	UK1802-GET-00-M1-DR-A-92252	P05
Roof Plan - Proposed	UK1802-GET-00-RF-DR-A-92222	P04
Roof Plan - Proposed	UK1802-GET-00-RF-DR-A-92272	P00
Urban Section North West - Proposed	UK1802-GET-00-XX-DR-A-92103	P04
Urban Section North East - Proposed	UK1802-GET-00-XX-DR-A-92104	P04
Street Section 1 - Proposed	UK1802-GET-00-XX-DR-A-92105	P04
Street Section 2 - Proposed	UK1802-GET-00-XX-DR-A-92106	P04
Section A-A	UK1802-GET-00-XX-DR-A-92300	P05
Section D-D	UK1802-GET-00-XX-DR-A-92303	P04
Northwest Elevation	UK1802-GET-00-XX-DR-A-92400	P05
Northeast Elevation	UK1802-GET-00-XX-DR-A-92401	P05
Southwest Elevation	UK1802-GET-00-XX-DR-A-92402	P05
Southeast Elevation	UK1802-GET-00-XX-DR-A-92403	P05

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Typical Tower Floor Plan A1 Levels 4-31 Without Balconies - Proposed	UK1802-GET-00-ZZ-DR-A-92213	P06
Typical Tower Floor Plan A2 Level 4-31 With Balconies - Proposed	UK1802-GET-00-ZZ-DR-A-92214	P06
Typical Tower Floor Plan B Levels 32-35 - Proposed	UK1802-GET-00-ZZ-DR-A-92215	P06
Typical Tower Floor Plan C Levels 36-38 - Proposed	UK1802-GET-00-ZZ-DR-A-92216	P04
Typical Floor Plan A1 (Lower Tower)	UK1802-GET-00-ZZ-DR-A-92263	P04
Typical Floor Plan A2 (Lower Tower)	UK1802-GET-00-ZZ-DR-A-92264	P01
Typical Floor Plan B (Mid Tower)	UK1802-GET-00-ZZ-DR-A-92265	P01
Typical Floor Plan C (Upper Tower)	UK1802-GET-00-ZZ-DR-A-92266	P00
Elevation Bay Study 1	UK1802-GET-00-ZZ-DR-A-92500	P04
Elevation Bay Study 2	UK1802-GET-00-ZZ-DR-A-92501	P04
Elevation Bay Study 3	UK1802-GET-00-ZZ-DR-A-92502	P04
Elevation Bay Study 4	UK1802-GET-00-ZZ-DR-A-92503	P04
Elevation Bay Study 5	UK1802-GET-00-ZZ-DR-A-92504	P04
Elevation Bay Study 6	UK1802-GET-00-ZZ-DR-A-92505	P04
Elevation Bay Study 7	UK1802-GET-00-ZZ-DR-A-92506	P04
Ground Floor General Arrangements	3130.1000	-
Ground Floor General Arrangements	3130.1001	-
2nd Floor General Arrangements	3130.2000	-
4th Floor General Arrangements	3130.2001	-
32nd Floor General Arrangements	3130.3000	-
36th Floor General Arrangements	3130.4000	-
Proposed Drainage Ground Level	4287-AKT-ZO-00-DR-C-21000	P2
Proposed Drainage Details Sheet 1	4287-AKT-XX-XX-DR-C-27100	P1
Proposed Tree Pits and Permeable Paving Details at Ground Floor	4287-AKT-XX-XX-DR-C-27100	P1
Proposed Attenuation Tank/ Outfall Section	4287-AKT-XX-ZZ-DR-C-25000	P2

Documents

Document Title	Document Ref:	Revision
Design and Access Statement	UK1802-GET-00-XX-RP-A- 10000	Version 9
Construction (Demolition) & Environmental Management Plan (CEMP)	-	01
Energy and Sustainability Strategy	-	P8
Solar Reflective Glare Report	P1657	V1
Transport Assessment Report	-	Jan 2020
Waste Strategy	-	-

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

Detailing and external facing materials

03. ++ Notwithstanding the details shown/annotated on the approved drawings and documents listed within this notice, no works to construct the development hereby permitted other than demolition and site enabling works, below ground works, groundworks and the erection of the lift/stair core and structural frame of the shall take place until full details (including samples) of all external facing materials of the

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development have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a) Mock-up panels of the external brickwork / brickwork panels and glazing;
- b) All external facing materials including glazing, balustrades, balcony screening, spandrel panels, brickwork / brickwork panels and metalwork;
- c) 1:20 drawings of ground floor curtain wall glazing, reveals and canopies and upper floor glazing, fins, reveals, balconies, balustrades, metalwork, vents and louvres/brise soleil; and
- d) 1:75 drawings of rooftop layout, showing plant, machinery and equipment required for the functioning of the building.

Development shall thereafter be carried out and permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure a high quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

04. No cables, wires, pipework, rainwater downpipes, meter boxes or flues shall be fixed to any elevation of the development hereby permitted without the prior written approval of the Local Planning Authority.

Reason: To ensure a high quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

Hard and soft landscape

05. ++ The overall concept, layout, extent and type of hard and soft landscaping for the development hereby permitted shall accord with the approved drawings and documents listed within this notice. No works to construct the development hereby permitted other than demolition and site enabling works, below ground works, groundworks and the erection of the lift/stair core and structural frame shall take place until the following details of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority:

- a) the location, species and sizes of proposed trees (including underground structures to provide sufficient rooting volume for trees in maturity);
- b) soft planting, grassed/turfed areas, shrubs and herbaceous areas to include species;
- c) enclosures including type, dimensions and treatments;
- d) hard landscaping, including samples of ground surface materials, kerbs, edges, steps and, if applicable, any synthetic surfaces;
- e) street furniture (including, but not limited to, seating, bollards);
- f) children's play space equipment and structures, including key dimensions, materials and manufacturer's specifications;
- g) any other landscaping features forming part of the scheme, including amenity spaces and green roofs and green walls;
- h) a statement setting out how the landscape and public realm strategy provides for disabled access, ensuring equality of access for all, including children, seniors, wheelchairs users and people with visual impairment or limited mobility;

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- j) a landscape management plan for the public and private areas to include a maintenance schedule for all landscaped areas.

Any tree or shrub planting shall accord with BS3936:1992, BS4043:1989 and BS4428:1989 (or subsequent superseding equivalent(s)). All landscaping shall be completed/planted in accordance with the approved scheme during the first planting season following practical completion of the development or in accordance with a programme otherwise first agreed in writing with the Local Planning Authority. The landscaping and tree planting shall have a five year maintenance/watering provision following planting and any trees or shrubs which die, are removed, or become seriously damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative in the next planting season, to the satisfaction of the Local Planning Authority. The development shall be carried out in accordance with the details so approved and shall be permanently maintained as such thereafter.

Reason: To ensure a high quality development 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 NPPF.

Highways / Transport

06. ++ No part of the development hereby permitted shall be first occupied until the proposed vehicular access to Church Street East has been constructed and provided with a means (within the private land) of preventing private water from entering the highway and visibility zones in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. Thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high and the vehicular access permanently maintained.

Reason: In order that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and the NPPF.

07. ++ No part of the development hereby permitted shall be first occupied until space has been laid out within the site in accordance with the approved drawings listed within this notice for vehicles to be parked and for vehicles to turn (including the loading / servicing area) so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas (including the loading / servicing area) shall be permanently retained and maintained for their designated purposes throughout the lifetime of the development.

Reason: In order that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and the NPPF.

08. ++ No development shall commence (with the exception of demolition and site enabling works) until a Construction Transport Management Plan (CTMP), to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors;
 - (b) details of the site manager, including contact details (phone, email, postal address) and the location of a notice board on the site that clearly identifies these details;
 - (c) loading and unloading of plant and materials;

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- (d) storage of plant and materials used in constructing the development;
- (e) programme of works (including measures for traffic management);
- (f) provision of boundary hoarding behind any visibility zones;
- (g) HGV deliveries and hours of operation;
- (h) vehicle routing;
- (i) measures to prevent the deposit of materials on the highway;
- (j) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused; and
- (k) measures to control the emission of dust and dirt during construction

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

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.

09. The development hereby permitted shall not be first occupied until the approved highway works have been carried out and completed pursuant to an agreement or agreements made with the relevant highway authority under Section 38 and/or Section 278 of the Highways Act 1980.

Reason: In order that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and the NPPF.

10. The development hereby permitted shall not be first occupied until facilities for the secure storage of bicycles within the development site have been provided in accordance with the approved drawings and documents listed within this notice. Thereafter such facilities shall be made available for use by relevant occupiers of the development at all reasonable times and be permanently maintained.

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 the NPPF.

11. ++ The development shall not be first occupied until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Residential Travel Plan shall be implemented prior to first residential occupation and thereafter be maintained and developed to the satisfaction of the Local Planning Authority. The Residential Travel Plan shall include information to be provided to residents regarding the availability and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs.

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

12. ++ Prior to the first occupation of the development hereby permitted, a car and cycle parking management plan detailing how the approved parking spaces will be allocated, used and managed throughout the operation of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of wheelchair accessible car parking spaces and the installation of

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passive and active electric vehicle charging points in accordance with SPD Climate Change (2014) and how the Sheffield type stands and the lower tier cycle stackers will be allocated to those with mobility problems requiring adapted or recumbent cycles. The car parking, electric vehicle charging points and cycle parking shall be provided and managed in accordance with the approved strategy for the lifetime of the development.

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

Noise

13. ++ No works to construct the development hereby permitted other than demolition and site enabling works, below ground works, groundworks and the erection of the lift/stair core and structural frame, shall take place until a scheme detailing measures to reduce exposure to external noise for the residential units in the development has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall be in accordance with the recommendations of the Acoustic Assessment Report by RBA Acoustics Ltd (Report Ref: 8872.RP01/AAR.5) dated December 2019 (Revision Number: 5). The approved scheme shall be fully implemented prior to the first occupation of any residential unit and shall thereafter be permanently maintained as such.

Reason: To ensure that residential occupiers are not adversely affected by noise and disturbance 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.

14. ++ a) Any mechanical plant and equipment within the development hereby permitted shall be designed and maintained for the lifetime of the development so as not to exceed a level of 10dB below the lowest measured background noise level (LA_{90, 15 minutes}) as measured one metre from the nearest affected window of the nearest affected neighbouring residential property. The plant and equipment shall not create an audible tonal noise nor cause perceptible vibration to be transmitted through the structure of the building.
- b) A post completion verification report including acoustic test results and confirming that the above maximum noise standards have been complied with in a building shall be submitted to the Local Planning Authority for written approval prior to the expiry of the period of 3 months from first occupation of the development.

Reason: To ensure residential occupiers are not adversely affected by noise and disturbance 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.

15. ++ No unit within Use Class A4 shall be first occupied until full details (including external appearance and technical specification) of any necessary extraction and ventilation systems for that unit have been submitted to and approved in writing by the Local Planning Authority. The extraction and ventilation systems shall be installed in accordance with the approved details before the A4 use commences and maintained in accordance with the manufacturer's recommendations for the duration of the use.

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Reason: To ensure residential occupiers are not adversely affected by noise and disturbance 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.

External lighting / CCTV etc

16. ++ Prior to the first occupation of the development hereby permitted details of:

- a) CCTV;
- b) general external lighting;
- c) security lighting; and
- d) access control measures for residential core entrances

on or around the building and within the adjoining public realm shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the location and specification of all lamps, light levels/spill, illumination, cameras (including view paths) and support structures including type, materials and manufacturer's specifications. The details should include an assessment of the impact of any such lighting on the surrounding residential environment and the environment of Woking Town Centre. Development shall be carried out in accordance with the approved details prior to first occupation and maintained as such thereafter for the lifetime of the development.

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.

Refuse / recycling

17. ++ The refuse and recycling storage facilities shown on the approved drawings listed within this notice shall be provided prior to the first occupation of the development hereby permitted and thereafter made permanently available for the occupiers of the development for the lifetime of the development.

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 NPPF.

18. ++ Prior to the first occupation of the development hereby permitted a scheme detailing the proposed refuse and recycling management arrangements shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in full prior to the first occupation of the development and maintained thereafter for the lifetime of the development.

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.

Biodiversity

19. ++ No works to construct the development hereby permitted other than demolition and site enabling works, below ground works, groundworks and the erection of the

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lift/stair core and structural frame of the shall take place until full details of biodiversity enhancements have been submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancements across the development shall be in accordance with the relevant recommendations of the Preliminary Ecological Appraisal Report by Corylus Ecology (Ref: 18146), dated 14th November 2018) and shall include:

- a) details of any biodiverse roofs which should include the location and total area of biodiverse roofs, substrate depth and type, planting including any vegetated mat or blanket (avoiding sedum mats) and any additional habitats to be provided such as piles of stones or logs;
- b) predominantly native tree, shrub and flower planting, details of which should include locations, species and planting plans;
- c) landscaping to include a good diversity of nectar-rich plants to provide food for bumblebees and other pollinators for as much of the year as possible, details of which should include species lists and planting plans;
- d) bat boxes and nesting features for appropriate bird and invertebrate species, details of which should include number, locations and type of boxes; and
- e) details of the green wall system, including details of fixings to the building, planting modules, irrigation systems, planting details and a detailed maintenance strategy including management responsibilities and maintenance schedules

The approved biodiversity enhancements shall be implemented in full prior to the first occupation of the development hereby permitted and shall thereafter be retained as such for the lifetime of the development.

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 NPPF.

Communications

20. ++ Prior to the commencement of the development hereby permitted (with the exception of demolition, site enabling works and development undertaken at or below ground level) a first television interference study shall be undertaken by a body or person approved by the Confederation of Aerial Industries or by the Office of Communications and shall be submitted to and approved in writing by the Local Planning Authority. The study shall:
- a) identify the area within which television signal reception might be interfered with by the development;
 - b) measure the existing television signal reception within the study area before development has been commenced; and
 - c) provide contact details for the developer such that any persons whose television reception may be affected by the development can provide notice that their reception has been so affected.

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Within one month of practical completion of the development hereby permitted, a second television interference study shall be undertaken that assesses the impact of the development on the television signal reception of those in the study area. Appropriate measures to mitigate such effects so that the signal shall be of at least the same quality as that before the development was undertaken shall be carried out within one month of reception interference being notified or identified. The developer shall remain responsible for such mitigation works for notifications made to the developer before the expiry of 12 months from the practical completion of the development hereby permitted.

Reason: To ensure that any television signal reception interference is mitigated.

Water management (SuDs)

21. All development shall be constructed in accordance with the submitted and approved Flood Risk Assessment by AKT II Ltd (dated January 2020) and drawing 'Proposed Drainage Ground Level (4287-AKT-Z0-00-DR-C-21000-P1) by AKT II ensuring discharge rates do not exceed the stated 5 l/s for catchment 1 during the 1 in 100 (1%) AEP plus climate change, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that water management is addressed in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF.

22. ++ No development shall commence (with the exception of demolition and site enabling works) until a detailed construction SuDS method statement has 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, Flood Risk Assessment and Micro drainage calculations prior to the first occupation of the development hereby permitted. No alteration to the approved drainage scheme shall occur without the prior written approval of the Local Planning Authority.

Reason: To ensure that water management is addressed in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of construction works on the site.

23. ++ Prior to first occupation of the development hereby permitted details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage scheme shall be implemented and thereafter managed and maintained in accordance with the approved details for the lifetime of the development. 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

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- 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 water management is addressed in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF.

24. ++ Prior to first occupation of the development hereby permitted a sustainable drainage 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 water management is addressed in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the NPPF.

Land contamination

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

Reason: To address any potential land contamination and make the land suitable for the development hereby permitted 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 NPPF.

Permitted development rights

26. Notwithstanding the provisions of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any equivalent Order revoking and re-enacting that Order, the following development shall not be undertaken without prior specific express planning permission in writing from the Local Planning Authority:
- a) The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby permitted, including any structures or development otherwise permitted under Part 16 "Communications" (or successor thereof).

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 NPPF.

Energy and water consumption

27. ++ No above ground development (with the exception of demolition and site enabling works) associated with the development hereby permitted shall commence until details have been submitted to and approved in writing by the Local Planning Authority of how the development will be connected to CHP-generated heat and power or a District Heat Network and the necessary infrastructure will be provided for the distribution of heat for the site together with the proposed long-term management arrangements through an energy services company (ESCO). The approved details shall demonstrate compliance with good practice for connecting new buildings to heat networks by reference to CIBSE Heat Networks Code of Practice for the UK. The approved scheme shall be implemented in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained in accordance with such 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 Policy CS23 of the Woking Core Strategy (2012) and SPD Climate Change (2014). This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of construction works on the site.

28. ++ No works to construct the development hereby permitted other than demolition and site enabling works, below ground works, groundworks and the erection of the lift/stair core and structural frame, shall take place until details have been submitted to and approved in writing by the Local Planning Authority demonstrating that the residential development will be constructed to achieve not less than a 19% improvement in the dwelling emission rate over the 2013 Building Regulations TER Baseline (Domestic). Such approved details shall be installed prior to the first occupation of the residential development and thereafter be permanently maintained and operated for the lifetime of the development.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS23 of the Woking Core Strategy (2012) and SPD Climate Change (2014).

29. ++ No works to construct the development hereby permitted other than demolition and site enabling works, below ground works, groundworks and the erection of the lift/stair core and structural frame, shall take place until details of water efficiency measures to be incorporated into the development have been submitted to and approved in writing by the Local Planning Authority. The water efficiency measures shall ensure that the water usage of the residential development is limited to 105 litres per person, per day. Development shall be carried out in accordance with the approved details and the approved measures shall be completed prior to the first occupation of the development and shall thereafter be retained for the lifetime of the development.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012) and SPD Climate Change (2014).

30. ++ The non-residential elements of the development hereby permitted shall be constructed to achieve not less than BREEAM "Very Good" in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme). The developer

17 MARCH 2020 PLANNING COMMITTEE

shall within six months of first occupation of the non-residential floorspace submit final certification to the Local Planning Authority demonstrating that not less than 'Very Good' has been achieved.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012) and SPD Climate Change (2014).

TBH SPA

31. ++ No residential development shall take place until written confirmation has been obtained from the Local Planning Authority that Suitable Alternative Natural Green Space (SANGS) has been secured and no dwelling shall be occupied before written confirmation has been obtained from the Local Planning Authority that the works required to bring the land up to acceptable SANGS standard have been completed.

Reason: 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.

Aviation

32. ++ No construction pursuant to the development hereby permitted shall commence (with the exception of demolition and site enabling works) on site until a Radar Mitigation Scheme (RMS), including a timetable for its implementation during construction, has been agreed with the Operator and submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of aircraft safety and the operations of NATS En-route PLC. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of construction works on the site.

33. ++ No construction work pursuant to the development hereby permitted shall be carried out above 70 metres AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved scheme for the lifetime of the development.

Reason: In the interests of aircraft safety and the operations of NATS En-route PLC. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of construction works on the site.

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.
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

17 MARCH 2020 PLANNING COMMITTEE

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

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

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

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

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

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

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

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

04. The applicant is advised that 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.
05. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This

17 MARCH 2020 PLANNING COMMITTEE

may involve the use of dust screens and/ or utilising water supply to wet areas of the site to inhibit dust.

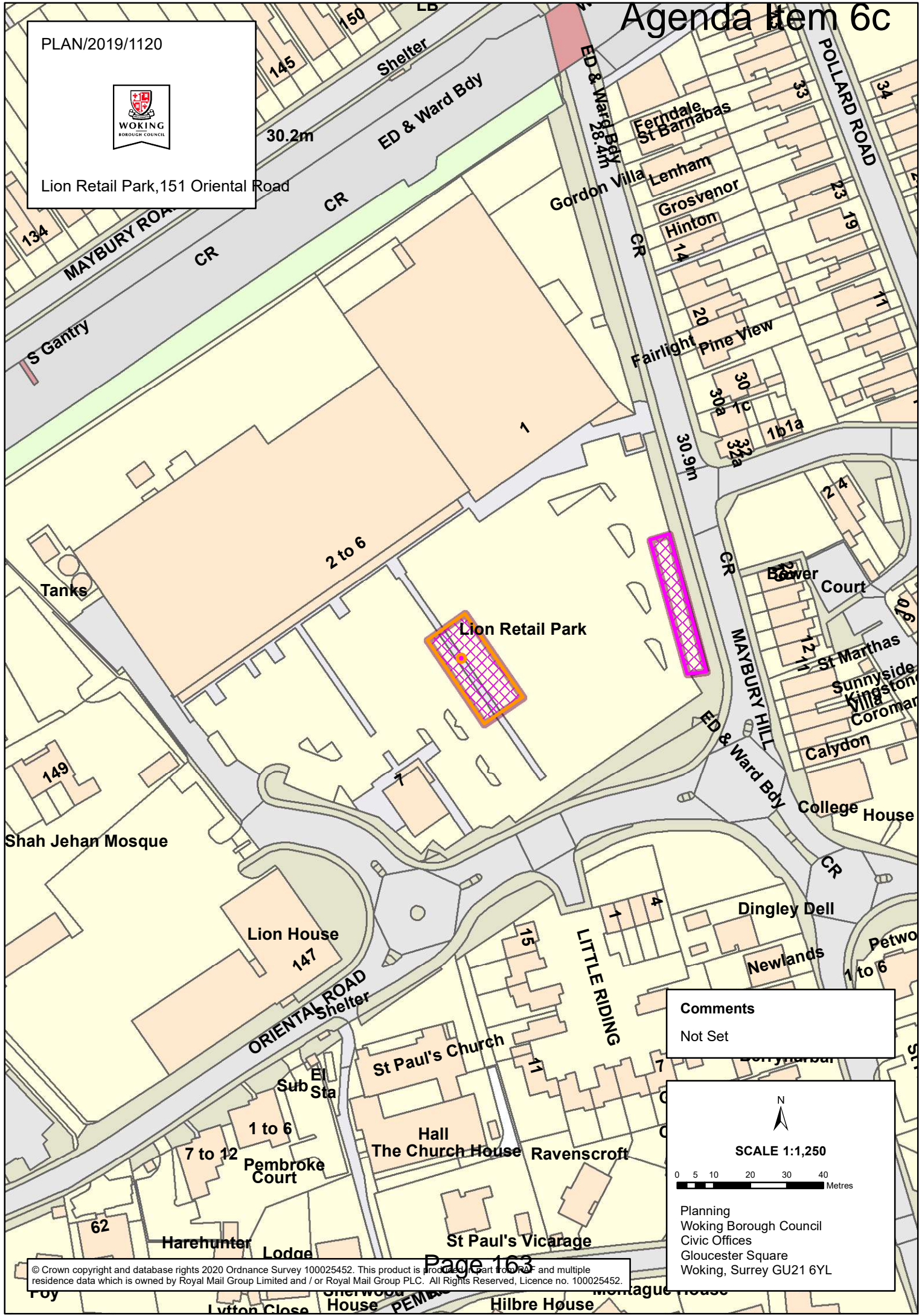
06. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities 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>
07. 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).
08. 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.
09. For the purpose of conditions 32 and 33;
"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

"Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Secondary Surveillance radar and air traffic management operations of the Operator.
10. Cranes, whether in situ temporarily or long term are captured by the points heighted above. Note that if a crane is located on top of another structure, it is the overall height (structure + crane) than is relevant. Temporary structures such as cranes can be notified through the means of a Notice to Airmen (NOTAM). If above a height of 300ft (91.4m) above ground level, the developer must ensure that the crane operator contacts the CAA's Airspace Regulation (AR) section on ARops@caa.co.uk or 02074536599. If the crane is to be in place for in excess of 90 days it should be considered a permanent structure and will need to be notified as such: to that end the developer should also contact the DGC (see above). Additionally, any crane of a height of 60m or more will need to be equipped with aviation warning lighting in line with CAA guidance concerning crane operations which is again available at <http://publicapps.caa.co.uk/docs/33/CAP%201096%20In%20Focus%20-%20Crane%20Ops.pdf>
11. This decision notice should be read in conjunction with the Section 106 Legal Agreement.


PLAN/2019/1120



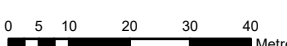
Lion Retail Park, 151 Oriental Road



Comments
Not Set



SCALE 1:1,250



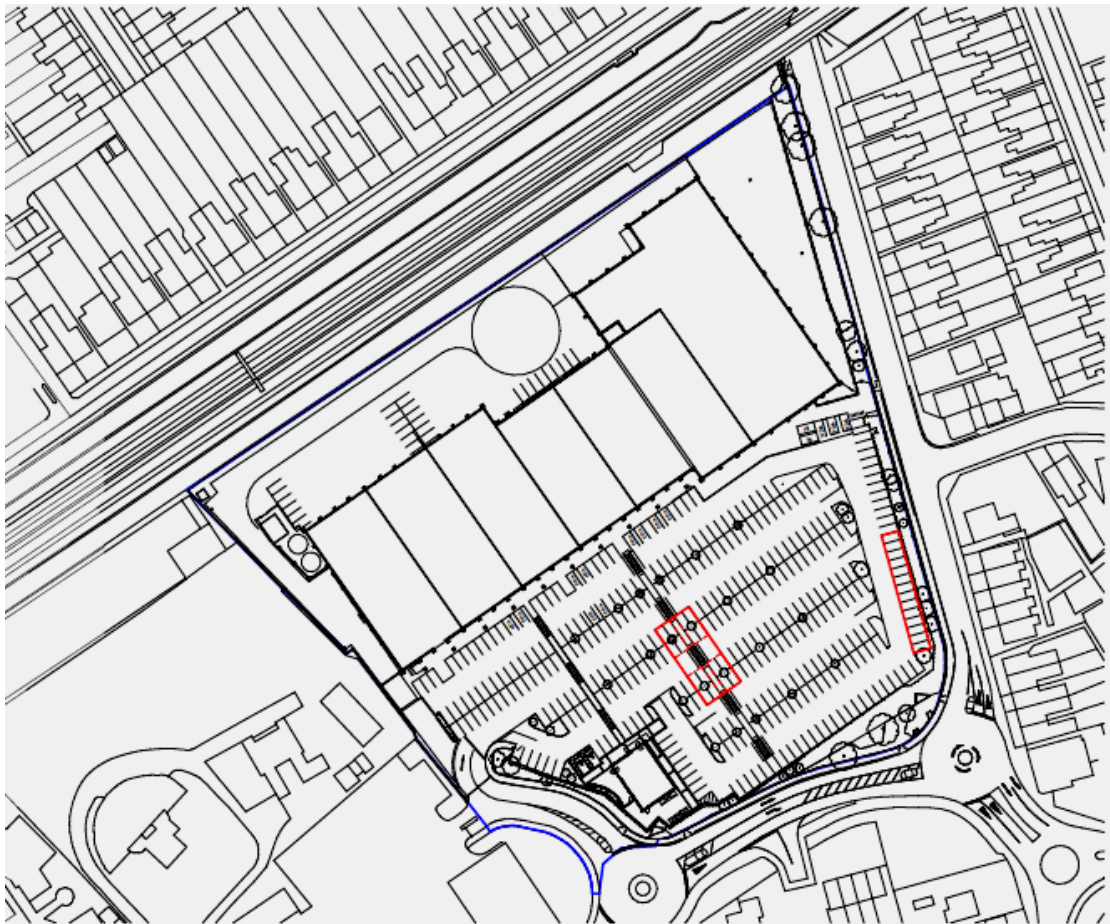
0 5 10 20 30 40 Metres

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

Lion Retail Park, 151 Oriental Road, Woking

PLAN/2019/1120

Use of land in the centre of the car park for the siting of 4no. kiosk units to provide ancillary A1, A3 and A5 uses, and use of land at the eastern boundary for the siting of a car wash facility.



6c PLAN/2019/1120

WARD: Mount Hermon

LOCATION: Lion Retail Park, 151 Oriental Road, Woking, Surrey

PROPOSAL: Use of land in the centre of the car park for the siting of 4no. kiosk units to provide ancillary A1, A3 and A5 uses, and use of land at the eastern boundary for the siting of a car wash facility.

APPLICANT: Mary Street Estates Limited OFFICER: James Kidger

REASON FOR REFERRAL TO COMMITTEE

The application proposes the erection of non-residential structures, which falls outside the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegation.

PROPOSED DEVELOPMENT

Planning permission is sought to use land in the centre of the car park for the siting of up to four kiosk units, and to use land on the eastern boundary for the siting of a car wash facility. The proposed kiosks would provide ancillary A1, A3 and A5 uses and their design and appearance – as well as that of the car wash – would not be fixed, so that different operators could come and go without the need for further permission.

PLANNING STATUS

- Contaminated Land

RECOMMENDATION

GRANT planning permission subject to conditions.

SITE DESCRIPTION

The application site comprises a rectangular shaped plot of land in the centre of the car park serving the Lion Retail Park, and an elongated strip of land along its eastern side.

PLANNING HISTORY

- PLAN/1995/0290 – original consent for the retail park – approved 11th August 1995.
- PLAN/2002/1495 – mobile snack trailer – approved 13th February 2003.
- PLAN/2012/1122 – Costa – approved 22nd May 2013.
- PLAN/2014/0418 – S73 for Asda's opening and delivery hours – approved 11th August 2014.
- PLAN/2018/0263 – clothes recycling office – approved 12th June 2018.
- PLAN/2019/0585 – permanent retention of clothes recycling office – approved 26th September 2019.

CONSULTATIONS

Environmental Health – No objection subject to recommended conditions.

Highway Authority – No objection.

REPRESENTATIONS

Twenty-seven (27) representations have been received objecting to the proposed development for the following reasons:

- Increase in the volume of traffic and consequent congestion in the area;
- Danger to pedestrians as a result of increased traffic;
- Pollution from increased traffic would lower the air quality in the area;
- Loss of parking spaces;
- Car wash unnecessary as there is one close by already;
- Food/drink outlets unnecessary as provided on site already;
- Existing businesses in the area would lose custom;
- Noise;
- Increase in litter and waste;
- The kiosks would be ugly/incongruous/out of character;
- Odour from cooking;
- Pollution from chemicals used in the car wash;
- It would be harder to navigate the car park;
- The retail park should not be further developed;
- Deliveries may be at anti-social hours;
- Hours of operation and delivery should remain as at present;
- Light pollution to neighbours;
- Increased congestion will put pressure on the disabled spaces;
- Overdevelopment of the site;
- Food consumption in a polluted car park should not be encouraged;
- The kiosks would be unregulated;
- No locational need for the kiosks has been substantiated;
- It is unclear how waste would be collected; and
- Development of this nature should be located in the town centre.

Officer note: further competition to existing businesses is not a material planning consideration.

RELEVANT PLANNING POLICY

National Planning Policy Framework (NPPF) (2019):

Section 2 – Achieving sustainable development

Section 6 – Building a strong, competitive economy

Section 7 – Ensuring the vitality of town centres

Section 8 – Promoting healthy and safe communities

Section 9 – Promoting sustainable transport

Section 12 – Achieving well-designed places

Development Management Policies DPD (2016):

DM7 – Noise and light pollution

DM8 – Land contamination and hazards

Woking Core Strategy (2012):

17 MARCH 2020 PLANNING COMMITTEE

CS18 – Transport and accessibility
CS21 – Design
CS24 – Woking's landscape and townscape
CS25 – Presumption in favour of sustainable development

Supplementary Planning Documents (SPDs):

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

PLANNING ISSUES

1. The main planning considerations material to this application are the principle of the development proposed, the impact on the character of the area, the impact on neighbouring amenity and the impact on transport and parking provision.

Principle of development

2. The application site and the wider area occupied by the Lion Retail Park does not fall within any of the centres defined by policy CS1 of the Woking Core Strategy. Paragraph 86 of the National Planning Policy Framework (NPPF) establishes that main town centre uses proposed for out of centre locations should be subject to sequential assessment if they are not in accordance with an up to date development plan.
3. The uses proposed are 'main town centre uses' as defined by the NPPF and no up to date plan policy directly relates to the site. However, the application indicates that the proposed kiosks and car wash are intended as complementary to the existing retail park and are not intended to become destinations in their own right. It is therefore inferred that the proposed uses are intended to be ancillary to the existing use of the site.
4. Whether a use is ancillary to another is a matter of fact and degree in each case, but it must be functionally dependent upon the main use. In this case the proposed kiosks and car wash would acquire the large majority of their custom from visitors to the retail park, surrounded as they would be by over 300 parking spaces 'exclusively for users and staff of the retail units' (Condition 16 to PLAN/1995/0290). It is considered that the viability of the proposed kiosks and car wash would be largely derived from the existence of the retail park in its current form, and that without this there would be no impetus for the development proposed. There is therefore a clear functional dependency, on the part of the kiosks and car wash proposed, to the main retail park use of the site.
5. A further indicator of ancillary use is the limited scale of the proposed kiosks (up to 200 square metres floorspace) when set against the wider site (over 7000 square metres floorspace). Their significance in the context of the wider site would be small. The scale and function of the kiosks would be similar to that of the existing Costa Coffee unit on the site, and this unit was also considered ancillary when permission was granted (delegation report, PLAN/2012/1122).
6. For these reasons the proposed development is considered ancillary to the existing retail park and the applicant's contention that they would not be destinations in their own right is accepted. As such, the proposed development would not constitute new 'main town centre uses' for the purposes of paragraph 86 of the NPPF and a sequential test is not required.

17 MARCH 2020 PLANNING COMMITTEE

7. The principle of the development proposed is therefore considered acceptable subject to the planning considerations discussed below.

Character of the area

8. As discussed above the proposed kiosks and car wash would be ancillary to the existing retail park and the character of the use (i.e. as a retail park) would not materially change.
9. The site is dominated by the retail units on the northerly side, whilst the car park to the south is set down from the surrounding roads which serves to limit the visual prominence of parked vehicles. The proposed kiosks would not be significantly larger than the existing 'mobile snack trailer' (permitted under PLAN/2002/1495) and are not considered out of place in the context of a retail park environment, while few solid structures would be required to facilitate the proposed car wash. There would be no significantly harmful impact to the visual amenity of the area.

Neighbouring amenity

10. The main considerations in amenity terms are those of noise and odour toward neighbouring properties. The proposed kiosks would be sited in the centre of the car park and would be approximately 60m from the nearest residential properties at Little Riding, which are located at the other side of Oriental Road to the south. In this context the noise generated by, for example, the preparation of food or customers sat outside would not be materially greater than that of the existing retail park environment and adjacent roads.
11. The proposed kiosks may have need of air conditioning units, electricity generators or similar such equipment. In order to prevent undue noise, a condition will be added requiring any plant or generator equipment be subject to the approval of the Council before being installed.
12. It is considered appropriate in view of their ancillary nature to apply the same hours of use condition to the kiosks and car wash as that applied to most of the retail units (Condition 17 of PLAN/1995/0290 restricts them to 0800 to 2000 daily). This would effectively mitigate noise early in the morning and late in the evening.
13. The proposed kiosks would be flexible and all could, if desired, be hot food based at the same time. As such, a condition to control potential odour generation and fume emission is also considered appropriate.
14. Subject to these conditions, the proposed development would not be significantly harmful to the amenity of nearby residential properties.

Transport

15. As set out above the proposed kiosks and car wash would be ancillary to the existing retail park and are not considered a destination in their own right. Significant additional traffic would not therefore be generated and the impact to the nearby roads would be minimal. It is further noted that the Highway Authority have no objection to the proposed development.
16. Based on the submitted site plan, the existing car park is made up of 376 spaces. Of these, 3 are occupied by the approved clothes bank and 2 by the snack trailer. The

17 MARCH 2020 PLANNING COMMITTEE

proposed kiosks would occupy a further 16 and the proposed car wash 14. 341 spaces would remain.

17. The Council's Parking Standards SPD recommends a maximum - rather than a minimum - provision for non-residential development. Based on the existing retail floorspace this amounts to 393 spaces. The remaining 341 spaces would fall well within this figure.
18. It is further noted that the applicant has submitted car park monitoring data indicating that the average occupancy level of the car park rarely exceeds 50%. Though not comprehensive, it was undertaken during the typically busy pre-Christmas period and is afforded some weight. In any case, there is no information before the Council suggesting otherwise.
19. Given the above, the loss of parking spaces as a result of the proposed development would not have a material impact to the operation of the retail park or to nearby roads, and the number of remaining spaces would be policy compliant.

Other matters

20. The retail park is sited on land previously used for industrial and manufacturing purposes and therefore potentially contaminated. No groundworks are proposed and as such the development would not be affected.
21. The listed Shah Jahan Mosque and Salar Jung Memorial Hall are located around 140 and 105m south-west of the application site respectively, and are screened by a variety of trees. There would be no harm to their setting as a result of the proposed development.

Local Finance Considerations

22. The additional floorspace proposed would be in excess of 100 square metres and would thus be liable for a financial contribution under the Community Infrastructure Levy (CIL).

CONCLUSION

The proposed development is considered acceptable in principle and would not be significantly harmful to the character of the area or to the amenity of nearby residential properties, while the parking provision at the retail park would remain adequate. The application is therefore recommended for approval subject to conditions.

BACKGROUND PAPERS

Site Photographs dated 31st January 2020.

RECOMMENDATION

It is recommended that planning permission be GRANTED subject to the following conditions:

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

17 MARCH 2020 PLANNING COMMITTEE

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

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

16001 – Site Location Plan – received 18th November 2019

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

3. The kiosks and car wash hereby approved shall not be open to customers outside the hours of 0800 to 2000 Mondays to Saturdays inclusive, and 0900 to 1700 on Sundays, Bank or Public Holidays.

Reason: To protect the environment and amenities of the occupants of nearby properties.

4. Deliveries, waste collection, servicing and other logistical support (including the set up or removal of the units themselves) to the kiosks and car wash hereby approved shall not take place outside the hours of 0700 to 2230 Mondays to Fridays inclusive, and 0900 to 1800 on Saturdays, Sundays, Bank or Public Holidays.

Reason: To protect the environment and amenities of the occupants of nearby properties.

5. ++ No kiosk hereby approved shall be brought into use until a scheme for the installation of equipment to control the emission of fumes and smell from the kiosk has been submitted to and approved in writing by the Local Planning Authority, and the approved scheme has been fully implemented. All equipment installed as part of the approved scheme shall thereafter be operated and maintained in accordance with the approved details and retained as such thereafter, or until the kiosk in question is removed from the site.

Reason: To protect the environment and amenities of the occupants of nearby properties and prevent nuisance arising from fumes and smell.

6. No fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority. Such plant and equipment shall not be installed otherwise than in strict accordance with the approved specifications.

Reason: To protect the environment and amenities of the occupants of nearby properties.

7. The kiosks hereby approved (and any associated seating, waste bins and other paraphernalia) shall be sited so that each one occupies one of the groups of four parking spaces in the corners of the red line site boundary, and do not obstruct the pedestrian walkway spanning the length of the site, nor the vehicular access across the width.

17 MARCH 2020 PLANNING COMMITTEE

Reason: To maintain a coherent car park layout in the interests of pedestrian safety.

Informatives:

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2019.
2. The 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.
3. The applicant is advised that under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours: 8.00 a.m. - 6.00 p.m. Monday to Friday; 8.00 a.m. - 1.00 p.m. Saturday; and not at all on Sundays and Bank Holidays.
4. 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 extensions), it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development. The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from:

http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

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

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

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

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

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

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

Please note this informative provides general advice and is without prejudice to the Local Planning Authority's role as Consenting, Charging and Collecting

17 MARCH 2020 PLANNING COMMITTEE

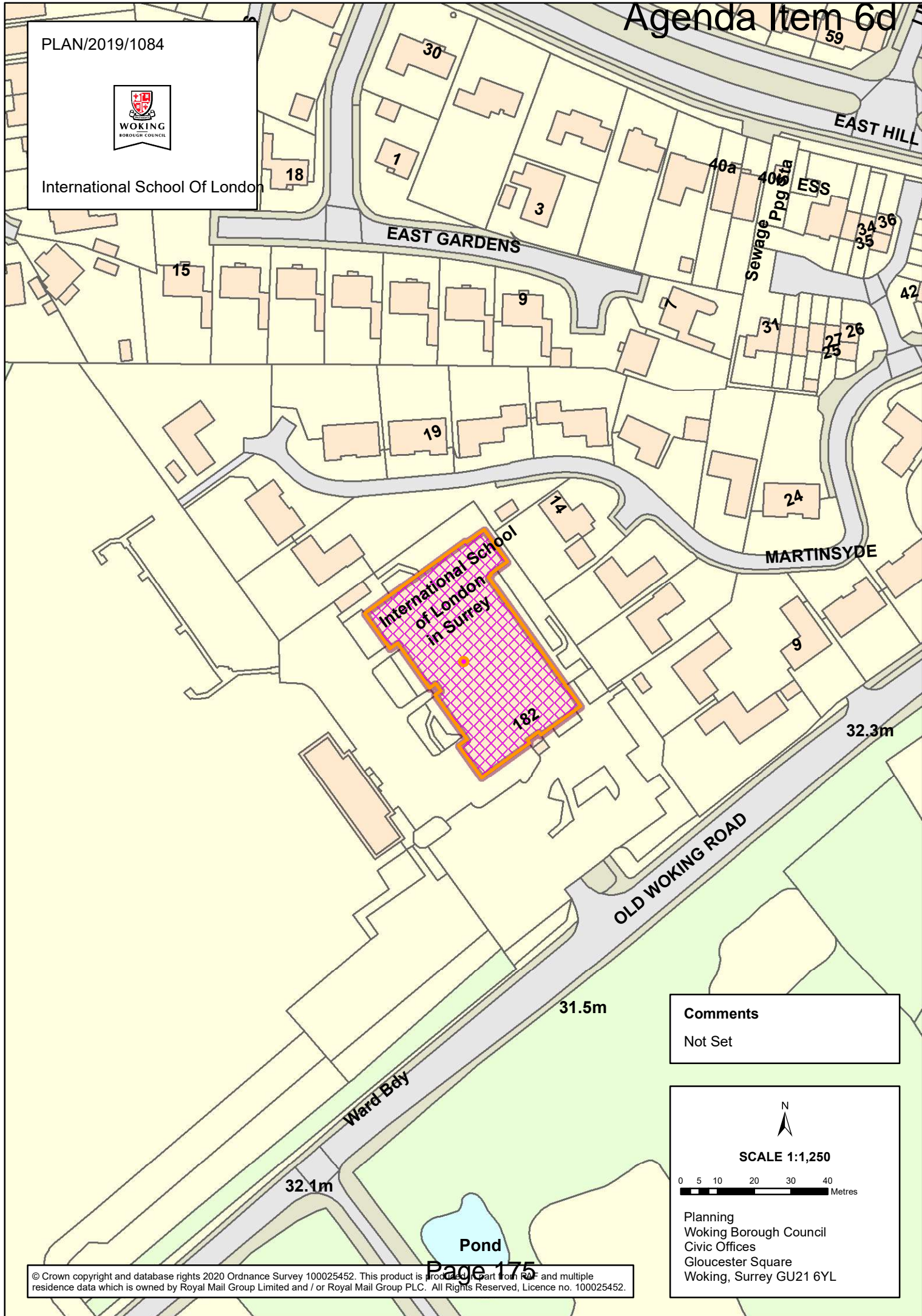
Authority under the Community Infrastructure Levy Regulations 2010 (as amended).

5. Your attention is specifically drawn to the condition(s) 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.
6. The applicant is advised that the development hereby permitted relates to the use of the land only and does not permit the erection of permanent structures on either part of the application site. If permanent operational development is proposed a further grant of planning permission would be required from the Local Planning Authority.

PLAN/2019/1084



International School Of London



Comments
Not Set

N

SCALE 1:1,250

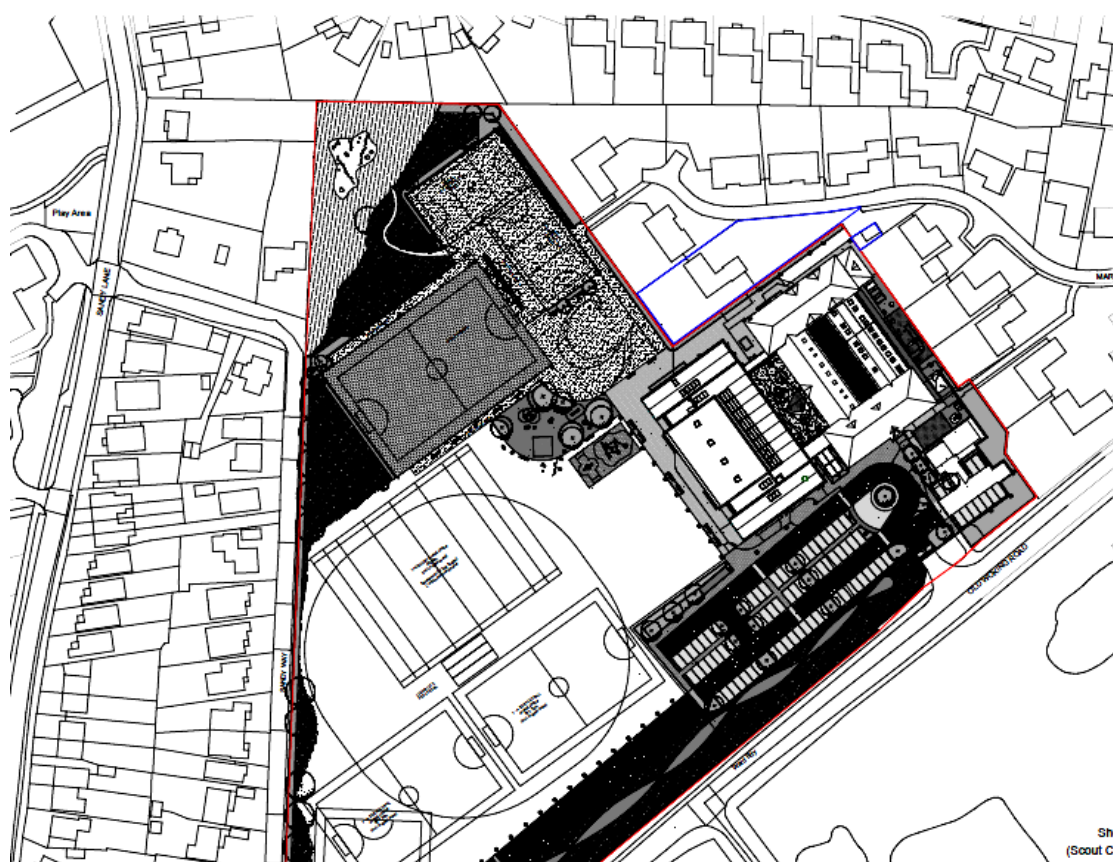
0 5 10 20 30 40 Metres

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

International School of London, 182 Old Woking Road, Woking

PLAN/2019/1084

Erection of a two storey building linked to the existing school via corridors to provide addition educational space (D1 Use Class) (maximum 2,352 sq.m) with specialist facilities including sports hall and additional classrooms. Proposed new outdoor sports facilities including; 1no tag rugby pitch, 2no floodlit netball courts, 1no floodlit Multiple Use Games Area and 2no 7-a-side football pitches with new landscaping and play spaces to accommodate nature and social activities (Amended Description) (Amended Plans).



6d PLAN/2019/1084

WARD: MH

LOCATION: International School of London, 182 Old Woking Road, Woking, Surrey

PROPOSAL: Erection of a two storey building linked to the existing school via corridors to provide addition educational space (D1 Use Class) (maximum 2,352 sq.m) with specialist facilities including sports hall and additional classrooms. Proposed new outdoor sports facilities including; 1no tag rugby pitch, 2no floodlit netball courts, 1no floodlit Multiple Use Games Area and 2no 7-a-side football pitches with new landscaping and play spaces to accommodate nature and social activities (Amended Description).

APPLICANT: Mrs T Botting

OFFICER: Barry Curran

REASON FOR REFERRAL TO COMMITTEE

The proposed development has been brought to the Planning Committee because of the Scheme of Delegation adopted by Woking Borough Council which requires proposals for major development to be determined by the committee.

SUMMARY OF PROPOSED DEVELOPMENT

This is an application for a two storey extension to the existing primary school to provide additional educational accommodation and sports facilities. The extension would increase student capacity from 233 to 394 pupils as a two-form entry primary school. The proposal also includes new landscaping including improved outdoor sport provision with new access and parking arrangements.

PLANNING STATUS

- Urban Area
- Urban Open Space
- Area adjoining Green Belt
- Tree Preservation Order group
- Surface Water Flood Risk (Medium, High and Very High)
- Thames Basin Heaths SPA Zone B (400m – 5km)

RECOMMENDATION

GRANT planning permission subject to conditions and subject to no objection raised by the Drainage Officer on submitted drainage information.

SITE DESCRIPTION

The site includes an existing independent primary school and nursery (Greenfields) which is situated towards the eastern corner of the site. To the north-west and West of the school buildings is open land which extends to the edges of Old Woking Road to the South and Sandy Way to the West. This land is designated within the Core

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Strategy as Urban Open Space and measures approximately 3.3 hectares with temporary school buildings erected on the peripheries of this land in recent years.

The site is approximately 1.8km from the Woking Town Centre and is located within the Urban Area with the Green Belt located to the South of the site, on the opposite side of Old Woking Road. The site is predominately screened along its southern boundary by a row of mature trees which are protected by way of a Tree Preservation Order. The main entrance is located in front of the existing school building onto Old Woking Road with hard standing and provision of a separate access point occurring along the southern and south-western section of the site.

The site is bounded to the North and West by two storey residential properties within Martinsyde and Westerfolds Close.

PLANNING HISTORY

The site has been subject to extensive planning history with planning permission granted for a school on the site in 1952. The existing building on the site containing the school was granted planning permission in 1991 under PLAN/1991/030. The most recent and relevant history has been included below;

PLAN/2015/0128 - Revised scheme design for the extension of the existing ISL (Surrey) primary school site to provide secondary level education and specialist facilities with ancillary playing fields and a new access and parking arrangement at the International School London in Surrey – Permitted (25.08.15)

PLAN/2013/0649 - Extension of the existing school to provide a secondary level of education with ancillary playing fields and new access and parking arrangement – Permitted subject to Legal Agreement (10.01.14)

PROPOSED DEVELOPMENT

Planning consent is sought for the expansion of the existing Greenfield School at 183 Old Woking Road by way of two storey extension on the south-western side elevation to provide for additional educational space (D1 Use Class). The extension would allow for an improved primary school building and extension to include sports hall, dining room, kitchen as well as additional classroom space. The proposal will include the demolition of the existing nursery school building to the west of the primary school which will be encapsulated within the proposed development for up to 12 children.

Following the recent relocation of Greenfields School to its current location at the application site, the current capacity of the school has increased to 233 from reception to Year 6 pupils including the temporary classroom provision within the temporary protocabins. The proposed development would cater for an additional 161 pupils and bring the total to 394 pupils and 14 additional members of staff with a significant number of existing part-time staff bringing the overall staff capacity to 79.

An egress point is proposed towards the western end of the site which will open out onto the Old Woking Road with the partially implemented hardstanding utilised as the routeway along the southern boundary. Additional parking is proposed for a total of 80 vehicles on a section of this hardstanding which extends on the existing car park to the front of the existing school.

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The development would include the demolition of the existing nursery school building and erection of a two storey extension linked to the main school via two glazed atriums with a central courtyard garden sited between. The extension will measure approximately 41 metres in width and emulate the depth of the host building at approximately 55 metres creating a comparably sized building to that of the existing. Standing at 10.4 metres in height, the proposed extension would stand at a similar height to that of the host building with two flanking wings along the south-western and north-eastern elevations adopting a pitched roof form and the central built element hosting a variety of roof forms including the flat roof design of the sports hall which adjoins the classroom space and seeks to tie in with the residential undertone of the existing building with a series of dual pitched gables. The main entrance to the school would be located along the southern elevation via one of the glazed corridors with an extending canopy denoting the focal point.

Improvements to the playing fields are also proposed as part of the application with a range of sports proposed to be catered for including, but not limited to, football, rugby, netball and cricket. A multiple games use area (MUGA) is proposed towards the northern end of the open playing fields which provides ease of access to the changing room facilities contained within the proposed extension and sports hall.

CONSULTATIONS

County Highway Authority: Recommend a number of conditions in the event of an approval (13.12.19) & (26.02.20)

Drainage Officer: Awaiting response

Environmental Agency: No comments raised

Sport England: No objection but seeks consideration is given to opening the facilities up for community use through the implementation of a Community Use Agreement (15.11.19) & (29.01.20)

Arboricultural Officer: No objections raised (21.11.19)

Environmental Health: No objection subject to conditions (28.11.19)

Natural England: No comments raised

Waste Services: No comments raised

Scientific Officer: Recommend a number of conditions (19.11.19)

Surrey Wildlife Trust: Recommend a number of conditions and informative in the event of an approval (20.02.20) & (27.02.20)

REPRESENTATIONS

None received

RELEVANT PLANNING POLICIES

National Planning Policy Framework 2019
Section 2 - Achieving sustainable development
Section 8 – Promoting healthy and safe communities

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Section 9 – Promoting sustainable transport
Section 11 – Making effective use of land
Section 12 - Achieving well-designed places
Section 14 – Meeting the challenge of climate change, flooding and coastal change
Section 15 – Conserving and enhancing the natural environment

Core Strategy Document 2012

CS8 – Thames Basin Heaths Special Protection Areas
CS17 – Open Space
CS18 – Transport & Accessibility
CS19 – Social and Community Infrastructure
CS21 – Design
CS22 – Sustainable Construction
CS24 – Woking's Landscape and Townscape
CS25 – Presumption in Favour of Sustainable Development

Development Management Policies DPD 2016

DM1 – Green Infrastructure Opportunities
DM2 – Trees and Landscaping
DM3 – Facilities for Outdoor Sport and Outdoor Recreation
DM5 – Environmental Pollution
DM7 – Light Pollution
DM8 – Land Contamination and Hazards
DM13 – Buildings in and adjacent to the Green Belt
DM21 – Education Facilities

Supplementary Planning Guidance

Supplementary Planning Document 'Parking Standards' 2018
Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008
Supplementary Planning Document 'Design' 2015
Supplementary Planning Document 'Climate Change' 2013

PLANNING ISSUES

1. The main issues to consider in determining this application are; the principle of development, impact of the proposal on the streetscene and character of the area, impact on residential amenity, highways and parking implications, impact on trees, contamination, sustainability, impact on biodiversity and protected species, flood risk and the impact on the Thames Basin Heaths Special Protection Area having regard to the relevant policies of the Development Plan.

Principle of Development

2. The application site has been the subject of a number of planning applications over the past number of years. Planning permission was granted on 10.01.2014 (PLAN/2013/0649) for the extension of the existing school to provide a secondary level of education with ancillary playing fields and new access and parking arrangements which was subsequently amended under PLAN/2015/0128 on 25.08.2015. Whilst no longer extant, the principle of development has been established under these applications when considered against National and Local Policies adopted at the time. It is now proposed to erect extensions to the school with an improved and revised sports field layout which, although differ in scale and design to the previous applications, is considered to present a scheme which is largely similar in principle.

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3. Section 8 Paragraph 94 of the National Planning Policy Framework states that *“It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*
 - a) *Give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
 - b) *Work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted”*
4. In achieving sustainable development there are three overarching objectives that need to be addressed. Paragraph 11 of the National Planning Policy Framework states that development that is sustainable should be approved without delay. In this sense, the NPPF identifies three dimensions to sustainable development; economic, social and environment. Policy CS10 of the Woking Core Strategy 2012 makes provisions for at least 4,964 net additional dwellings in the Borough between 2010 and 2027 in a bid to achieve sustainable communities in Woking. The social branch of sustainable development is met here, with the predicted increase in households comes increased demand for sufficient choice of school places. Considering the level of development that the Borough of Woking is currently undergoing as well as the planned development, the need for adequate provision of school places is evidential and is only set to increase.
5. This point is further supported by Policy CS19 of the Woking Core Strategy 2012 in that the proposal represents accessible and sustainable community infrastructure that will support the growth of the school and the needs of Woking Borough.
6. The economic branch of sustainable development is defined in the NPPF as *“contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure”*.
7. The economic benefits of the proposed school extension were addressed in both previous applications and the substance of them would remain extant. The proposal represents a significant investment in the existing school which would create a temporary boost for the local construction sector and more teachers and staff will be required thus contributing to a strong and responsive economy.
8. Policy DM21 of the Development Management Policies DPD 2016 sets out how applications for the expansion of school facilities on existing sites will be permitted provided that;
 - (i) *“it meets an identified need;*
 - (ii) *it makes an appropriate provision for on-site car parking and stopping, access to public transport, cycling and walking, and the effect on traffic movement and highway safety is in accordance with Policy CS18 of the Core Strategy;*

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- (iii) *where appropriate, a School Travel Plan is provided with the proposal to manage the travel needs of pupils and staff;*
- (iv) *the use of the site would be compatible with the surrounding land uses;*
- (v) *it does not give rise to significant adverse impacts on the environment, residential character and amenity;*
- (vi) *where appropriate, adequate provision is made and/ or existing provision is retained for indoor and outdoor recreation, outdoor sports and amenity space, to meet the needs of the school;*
- (vii) *it meets other Development Plan policy criteria, paying particular attention to Policy CS19 of the Core Strategy.”*

These matters are discussed in the relevant sections of the report and much of the policy's requirements are captured by other local planning policies in the Core Strategy.

9. The National Planning Policy Framework at Paragraph 97 states that existing open space, sports and recreational buildings and land, including playing fields, should not be built upon unless the buildings or land are surplus to requirements, the loss would be replaced by equivalent or better provision in a suitable location or the development is for alternative sports provision the needs of which outweigh the loss. Policy CS17 of the Core Strategy is in conformity with the NPPF in this respect and outlines similar requirements.
10. Part of the site which the proposed addition and hard-standing will occupy is defined as Urban Open Space and used as playing fields. As outlined above, Section 8, Paragraph 97 of the NPPF and Policy CS17 the Woking Core Strategy seek to protect open space and playing fields. It should be noted, however, that Section 8 of the NPPF also states that Local Planning Authorities should afford great weight to the need to create, expand or alter schools. The proposal would result in the loss of some open space but also expands a school and as such this represents a complicit of policy objectives.
11. It is evident from the above that the proposal will create and expand the school helping to meet the future need of the community satisfying provisions outlined in Paragraph 94 of the NPPF. It is necessary, therefore, to consider whether this expansion is a material consideration that outweighs the harm caused by the loss of open space/playing field.
12. Under the most recent application PLAN/2015/0128, the expansion of the school and addition of hard-standing accounted for the loss of 0.50 hectares of open space or in the context of the entire open space provision. The proposed development has significantly reduced the level of hard standing and reduces the width of the building with the parking and access route reduced along the southern boundary compared to the 2015 permission. As a result, approximately 4000 sq.m more usable open space than the previous consent would be retained given the revised footprint of the extension as well as revised parking and access arrangements.
13. It is noted that under PLAN/2019/0665 an extension to the time limit condition (Condition 1) of PLAN/2014/0600 (Temporary planning permission for one single storey prefabricated buildings (Portcabins), WC facilities and office space) was allowed for a further 3 years temporary permission on 2 portacabin structures serving as temporary classroom space. This permission extends the temporary time period until 4th December 2022. It is envisaged

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that these portacabins will be used during the course of the construction phase of the current proposal and will be required to be removed as part of any 'Approved Plans' condition. In any event, the structures are to be removed on 4th December 2020 as per Condition 1 on PLAN/2019/0665.

14. The site is currently used by the school for sports purposes (as landowner) but the Council is also aware that a number of sports teams that utilise the site at the weekends with permission from the school. The application has been supported by an Illustrative Masterplan (Drawing No. 4025-BBLA-SP-DR-001 Rev P1) outlining an indicative layout of how the remaining open space may be used flexibly in winter, spring and summer to accommodate a variety of outdoor sports to cater for the current school's curriculum and the multi-cultured sporting demands of the Borough. The proposed layouts includes; x2 7 aside football pitches, x2 netball courts, x1 tag rugby pitch, x1 cricket pitch and x1 MUGA with sufficient space to accommodate a range of other sporting activities on the informal/hardstanding area proposed towards the northern end of the open space. The proposed layout is not considered to jeopardise the existing use of the land as adequate space would be retained for their use. Sport England, in their response, has requested that consideration is given to opening up the facilities for community use. A Community Use agreement was imposed on the two previous consents and there is no reason to suggest why an updated agreement cannot be conditioned on this consent to ensure the facilities remain open to use by local teams (Condition 32).
15. The applicant has sought to minimise its impact on the principal playing field area with a layout which marks an improvement over the previous consented scheme, in terms of retention of Urban Open Space whilst catering for a range of sports as alluded to above. On top of these improvements, it is also proposed to install a sports hall within the proposed extension which bears a direct link onto the retained open space. Further to this, a multiple use games area (MUGA) is also proposed within the wider development and will be located amongst the playing fields with ease of access to the facilities within the proposed extension. The proposed scheme is considered to offer a significantly more extensive development of alternative sports facilities in mitigation of the loss of part the playing field than the previous scheme. In addition, the applicant has explained that whilst sport plays an important part to education it is not the school's priority and that the main function of the school is to provide academic education. It is therefore considered that the proposed development would not put added undue pressure on the existing sports facilities in the Borough.
16. Following correspondences and submission of amended plans, Sport England have removed their holding objection to the proposed scheme and note that the proposal broadly meets Exception Policy E5 which states "The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field." In providing playing fields and a MUGA (Multiple Use Games Area) the development has addressed, to some degree, the loss of playing field within the site.
17. In light of the information above, it is considered that the application would provide the potential for an acceptable amount of sports and recreation on the remaining Urban Open Space following the development and it is considered

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that the proposal does not give rise to an unacceptable loss of potential for sport in this respect. Notwithstanding this, when compared to the previously consented scheme, the proposed provisions for indoor and outdoor sport facilities is considered to adhere to Policy Exception E5 in outweighing the loss of a section of open green space.

18. Great weight is given to the need to expand and alter the school; it has also been demonstrated that the proposal would facilitate the provision of outdoor sports and result in the construction of a sports hall to relevant standards as well as a MUGA adjacent to this. As such, it is considered that the impact of the loss of playing field and open space is outweighed by the acceptable provision of sports fields, need to expand schools as well as other benefits of the proposed development.
19. Furthermore, the proposed development would be adequately contained within the site and would not represent overdevelopment. The loss of Urban Open Space would be offset by appropriate mitigation as outlined above and the site would retain a significant level of playing field with provision for a MUGA and sports hall within the school. Planning conditions could be included to ensure that an adequate landscaping scheme is implemented and permitted development rights removed for extensions or hard surfacing to ensure the openness of the remaining part of the land is maintained (Conditions 03 and 04)

Impact on Character

20. The Policy CS21 of the Woking Core Strategy 2012 requires new development to pay due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land; to achieve a satisfactory relationship to adjoining properties; to be accessible to all members of the community; incorporate landscaping to enhance the setting of the development; protect and where possible enhance biodiversity; ensure appropriate levels of private and public amenity space; create a safe and secure environment; minimise energy/water consumption; incorporate provision for the storage of waste and recyclable materials; accommodate lifetime home standards; and be designed to avoid significant harm to the environment and general amenity.
21. The proposed development represents a significant extension to the existing school and built form on the site emulating the existing school building, in terms of footprint and scale. The proposal will be made up of four main components consisting of the north-eastern wing, south-western wing, two intermediary glazed links and the central sports hall/classroom space. Connected to the existing school via glazed atriums on the North and South elevations, which are stepped down to a height of 3 metres, the extension bids to establish the transition from old to new without the immediate stark contrasts. The pitched roofed additions along the south-western and north-eastern elevations act as flanking arms to the central element made up of a central courtyard garden which is accessed through these glazed corridors. These wings will stand at a height of approximately 10 metres with eaves levels at 7 metres albeit with no overhang creating a seamless marriage between the flank walls and roofscape.
22. The sports hall section of the central built element projects above these pitched roof wings at a height of 10.4 metres but reduces down to a height of

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10 metres with four dual pitched gables linked via 3 valleys facing onto the south-western elevation of the existing building. The flat roof elements of the sports hall reflects the function of the space as a sports hall. The design represents three components but with added distinctive measures such as extrusions on the flanking wings creating a sheltered external space on the south-western elevation and architectural aesthetics to correspond with the immediate context of each elevation. For example, the domestic/residential character of the pitched roofs. The use of pitched roofs, extrusions with metal clad frames, glazing, recessed windows and the incorporation of the central courtyard would have a positive impact on the character of the building creating a clear distinction between the 'old' and the 'new' whilst respecting the scale of the host building.

23. The south-western elevation would act as the 'face' of the new building and be readily visible from the adjacent public domain along Old Woking Road. This elevation stretches approximately 41 metres in length with a central portico feature along this elevation making the main entrance to the school. The use of glazing and curtain walling gives the development a modern appearance with the glazed canopy and transparent roof breaking up this elevation with a central recessed entrance. This glazing, as stated above, will merge with the main built element of the extension with the southern wing constructed of a facing brick with fenestration demonstrating a vertical emphasis to break up an otherwise horizontally dominated façade. Given its siting, the proposed development would not be excessively imposing or dominant within the street scene or surrounding area. Nonetheless, for a development of this scale, it would be important for the materials to be carefully considered and as such a condition is recommended (Condition 02).
24. The south-western elevation will act as a backdrop to the adjoining playing fields where the extent of the flanking wings and central atrium become identifiable. This bookend elevation result in the two flanking wings in line with the central sports hall atrium. The double height recessed and glazed facades create a covered external space and a fitting transition from interior to exterior. Stretching approximately 55 metres in width, this dominant elevation includes a number of roof forms including pitched with flat roof intermediaries adjoining the central sports hall. This volume is further broken up by the chamfered metal frames of the sports hall with horizontal folding doors which can provide a transition between the sports hall and the external playing fields. Large portions of these elements are polycarbonate opaque glazing allowing diffuse light to penetration into the sports hall. The use of this glazing breaks up and adds architectural interest to a large and dominating elevation.
25. Set close to the centre of the site, the proposed development would not be visually imposing or dominant within the streetscene or surrounding area. The proposed development would not appear cramped within the site giving its siting away from the boundaries and articulated facades of the elevations most visible to the public. Further to this, the spacious nature of the site will be maintained and the proposal is not considered to have an impact on the openness of the Green Belt which lies on the adjacent side of Old Woking Road as it would remain screened by the tall existing trees surrounding the perimeter of the site, many of which are far taller than the proposed building which in turn would act as a natural screen to the proposal from outside the site.

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26. As part of the development a number of alterations and additions are proposed to be installed on the existing playing fields. The National Planning Policy Framework provides guidance with regards to the development of community and sports facilities, the protection of playing fields and the impacts of pollution (including light and noise) on amenity. Paragraph 92 of the NPPF states that to deliver the recreational facilities and services the community needs, planning policies and decisions should plan positively for such provision to enhance the sustainability of communities, guard against the unacceptable loss of valued facilities and services, ensure facilities are able to develop and modernise and ensure facilities are well located in terms of accessibility to housing and other uses. Paragraphs 96 and 97 recognise that access to high quality open space and opportunities for sport and recreation make an important contribution to the health and well-being of communities.
27. Reconfiguration of the open playing field is proposed to allow for the inclusion of a range of sports including but not exclusive to football, rugby, netball and cricket. A large portion of the playing field is to remain open towards the southern end of the site but the proposed MUGA and x2 netball courts are proposed to include open mesh perimeter fencing around them with sections for spectators on the MUGA and netball courts. Perimeter fencing around pitches is an increasingly common addition in a bid to retain stray balls etc. Whilst the fencing will contribute to a visual presence of the pitches, they would be well contained within the site and would not form part of the boundaries. Whilst it is acknowledged that the fencing, would be visible from some residential properties towards the East of the site, given the height at 3 metres as well as the existing vegetated boundaries towards the northern ends of the site, it is not considered that the fencing would impact detrimentally upon the character of the area and would appear as incidental to the playing fields.
28. It is proposed to erect 8 metre high masts to provide floodlighting to the MUGA and netball courts. Policy DM7 of the Development Management Policies DPD 2016 states that *“Proposals for or including floodlighting will be permitted provided there is no significant harm to the character of the area, to the amenities of the occupiers of residential property or to areas important for nature conservation.”* As previously alluded to, the MUGA and netball courts are set within the site and predominantly up against the vegetated north-western and western boundaries. Whilst these features would be located a significant distance from the site entrance, they would, nevertheless, be visible from neighbouring sites with fleeting views obtainable from the public domain. This type of paraphernalia is considered typical and considered the allocation of Urban Open Space are not considered out of character for the existing use of the site.
29. The proposed development results in an opportunity to enhance the functionality of the existing school while creating a building which is sensitive to the wider context without stifling functional design. It must be noted that the resulting form of the building is largely a consequence of its proposed function as a school, and the requirement to comply with current guidelines in terms of space planning requirements for schools, Sport England requirements alongside the requirement to comply with Policy CS22, in terms of sustainable construction requirements, the site constraints and the requirement for the building to be constructed whilst the existing school maintains functioning. It is demonstrated that the proposed development has been designed in such a

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way to perform well against the criteria set out in CS21 of the Woking Core Strategy 2015 and Supplementary Planning Document 'Design' 2015.

30. For the above reasons, the design of the proposals are considered to have a positive impact on the existing school and the character of the area. The development is therefore considered to comply with Section 12 of the National Planning Policy Framework and Policy CS21 and CS24 of the Woking Core Strategy 2012 as well as the SPD on design.

Impact on Neighbour Amenities

31. Policy CS21 of the Woking Core Strategy 2012 seeks to avoid significant harmful impacts in terms of loss of privacy, daylight or sunlight to adjoining properties.
32. Residential properties surround the site to the North, East and West. The proposed extended building would be over 90 metres from the properties to the West along Sandy Way which is considered to be a sufficient distance so as not to result in an adverse impact on the amenities of those neighbours by way of overshadowing, overbearing or overlooking. Notwithstanding this, an extensive area of playing fields and boundary treatments as well as a highway, act as a buffer zone between the proposed development and the aforementioned properties further mitigating the potential impact on overbearing or loss of privacy or light.
33. To the North, No.15 Martinsyde has an affiliation to the school and is used as an additional space in connection with the school. The existing north-western elevation of the school building would not be materially altered by the proposals and therefore the impact to the front of No.15 Martinsyde would not be materially affected compared to the existing situation. The proposed extension would measure approximately 41 metres in length along the north-western elevation linked to the existing building via two glazed atrium. The proposal will be set a minimum distance of 7.5 metres back from the site boundary on this side leaving a gap of 15 metres from the extension and the side elevation of No.15 Martinsyde. The extension at this point would be 10 metres in total height with an eaves height of 6.5 and a pitched roof which slopes away from No.15 Martinsyde. It would stretch beyond the depth of the garden of No.15 but it is considered that it would be a sufficient distance from the boundary so as not to have an adverse overbearing impact.
34. At first floor level the windows would serve classroom space as well as a corridor and junior library and by nature would only be in use during school hours or within reasonable hours before or after school hours. Notwithstanding this, it is a material consideration that No.15 Martinsyde is within the schools ownership and in the event that this dwelling is brought back into residential use the merits of the case will be required to be determined individually with any extant permission borne in mind.
35. The proposed extension would be to the south of No.15 and No.16 Martinsyde. It is considered, however, that given the separation distance of 7.5 metres between the proposed extension and the site boundary with a separation distance of 15 and 30 metres between the side elevation of No.15 and No.16 respectively, in conjunction with relatively low height of the north western elevation of 10 metres, there would not be an adverse loss of light to those properties. The 45° test has been applied as per the Council's

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Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008 where it is seen to be breached by the proposed extension. However, the distance between the rear elevation window on No.15 and the proposed extension is approximately 20 metres where the breach occurs. This distance along with the modest height of the extension of 10 metres is considered adequate mitigation against a level of detriment on the outlook of No.15 by which a recommendation for refusal could be substantiated.

36. The 25° test, as per the same SPD, has been applied in this case to the ground floor and first floor side elevation window. When assessed against the section of the perpendicular plane on the proposed opposite building which is the glazed atrium (3 metres in height) and set in approximately 10 metres from the predominant side building line, the test is satisfied on both habitable room windows on this elevation given the lower roof level and separation distance. The first floor side elevation window on No.15 serves a small office. When the 25° test is applied to this window it is satisfied given the pitch of the roof away from the dwelling and relatively modest height of 10 metres.
37. To the north-east of the site are Nos.10-14 Martinsyde. No.10 and 11 are considered to be sufficient distances (over 50 metres) from the proposed built form for there not to be an adverse impact by way of overlooking, loss of light, overshadowing or overbearing impact.
38. The site has served as a school for over three decades and previously accommodated up to 340 pupils (under the International School of London's tenure). It is, therefore, reasonable to determine that there was already a level of disturbance caused by the operation of the school in terms of noise. Paragraph 180 of the National Planning Policy Framework sets out that planning decisions should ensure that new development is appropriate for its location and in doing so they should, inter alia, mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and the quality of life.
39. Policy CS21 of the Woking Core Strategy 2012 states that proposals for new development should be designed to avoid significant harm to the environment and general amenity resulting from noise. 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.
40. Since its occupation, Greenfield School, has accommodated up to 233 pupils and up to 65 staff members which is proposed to increase to 79 staff members and 394 pupils. Part of the proposed development is to install x2 netball courts towards the northern corner of the application site which will extend along the shared boundaries of No.16 and No.17 Martinsyde towards the apex of the cul-de-sac as well as properties which back onto the site from Westerfolds Close. As per Paragraph 180 of the National Planning Policy Framework planning decision should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life arising from noise from new development. The proposed development would facilitate the intensification of the site and it is likely that the level and duration of noise would increase. This primarily, however, would only be at certain times of the

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working week during term time, less so at the weekends and on school holidays.

41. The application has been supported by a Noise Impact Report which considers the impact of noise from the play area, break-out from buildings, noise from plant and traffic noise. The findings note that the main source of noise affecting the application site (during the assessment) is from the flowing traffic along the Old Woking Road otherwise the site is relatively quiet. Four locations were measured in the Environmental Noise Survey and measured across a five day period. It is of note that the test period was carried out outside of term times and therefore would not demonstrate a true representation of noise during the majority of the year. Nevertheless, the results show that the total noise level resulting from plant operation is within the night-time target levels of 32db at the most sensitive location (Location No.4) at No.15/16 Martinsyde. A band of vegetation will be formed along the southern boundary along Old Woking Road which will act as a noise barrier which would naturally reduce the level of noise from traffic. It is considered that the level of noise emissions from the site would be similar to that of other school sites during school times which would not be too indifferent to the current situation. In addition many schools operate in harmony with nearby residents despite their proximity to residential dwellings and there is no evidence to suggest that this school would pose a greater intrusion on the amenities of the residents to warrant a refusal of the application. The Noise report concludes that it is not currently possible to assess the noise of potentially future installations and therefore in line with the Council's Environmental Health Team suggest a condition relating to noise breakout from any plant and equipment associated with the development (Condition 16).
42. Whilst it is acknowledged that, outside of normal school times 08:00-16:30 during school term times (when the use of the building would be restricted to pupils staff of the school and of visiting schools), the use of a number of the proposed pitches, including the netball courts, are likely to be secured under a Community Use Agreement and therefore open to the public outside of school times. The hours of use for these pitches can be conditioned to be restricted to between 08:00-21:00hrs Mondays to Fridays (inclusive), between 09:00-21:00hrs Saturdays and to between 09:00-20:00hrs Sundays, Bank and Public Holidays (Condition 11). The intensification of the site would carry with it an increase level of noise due to activities but it has to be noted that these opening hours would be to restrict the use of the pitches to reasonable hours and preserve the amenities of neighbours with the latest opening being restricted to 21:00 hrs.
43. Policy DM7 of the Development Management Policies DPD 2016 states that *"proposals for or including floodlighting will be permitted provided there is no significant harm to the character of the area, to the amenities of occupiers of residential property or to areas important for nature conservation"*. Floodlighting is proposed on the MUGA and two netball courts towards the northern end of the site, both of which are in close proximity to No.16 and No.17 Martinsyde as well as properties within Westerfolds Close. These floodlights have been designed specifically to direct lighting onto the pitch/courts themselves and while some overspill would occur, it is considered that this would be to a minimum. The floodlights will be directed towards the pitch/court surfaces with the column mounted down lighters allowing for some control of the beam to restrict spillage onto surrounding neighbouring

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properties. Further shielding elements will be installed to contain the lighting spillage on the surrounding areas to a minimum. Notwithstanding this, as noted in paragraph 42, there would be a condition to control the hours of use of the pitches to ensure the activities and associated floodlighting does not unduly affect neighbouring properties. A further condition is considered necessary to control to hours of use of the floodlighting serving the MUGA and both netball courts. The floodlighting should not be illuminated outside of the hours of 08:00-20:00hrs Mondays to Fridays (inclusive), between 09:00-20:00hrs Saturdays and to between 09:00-19:00hrs Sundays, Bank and Public Holidays (Condition 12) in a bid to prevent significant and undue detriment on the neighbouring residential properties.

44. The Environmental Health Officer has been consulted and is not minded to raise objections to the proposal, subject to conditions (Conditions 14-17) to control the impact of noise and odour breakout through design and details.
45. The proposed development is therefore considered to respect the amenities of nearby residents by way of overlooking, overbearing and sunlight and daylight impacts. In addition it is not considered that the use of the development would give rise to a detrimental level of noise disturbance given the noise mitigation measures adopted and attached conditions. The proposal therefore accords with provisions outlined in the National Planning Policy Framework Policy CS21 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008.

Highways and Parking Implications

46. Section 9 of the National Planning Policy Framework seeks to set a presumption in favour of sustainable development and promotes the incorporation of sustainable transport in development proposals. Paragraph 111 notes that *"All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*. Policies CS18 and CS19 of the Core Strategy 2012 promote development which is served by a range of sustainable modes of transport.
47. The school is served by a number of pedestrian and cycle routes. Bus stops are within walking distance from the school, however some are not currently in use and the ones that are operational are served by infrequent services and do not represent a realistic alternative for pupils or staff.
48. Currently the school provides education for nursery and primary age children with a capacity of 233 pupils with recent additions and temporary classroom in the form of portacabins. The proposed extension would allow the school to cater for an additional 161 pupils with 14 full time staff and a large number of part-time staff given the nature of the curriculum the school offers bringing the total faculty number to 79. Space for up to 12 children will also be made available within the proposed development.
49. Within the submitted Travel Plan and Travel Assessment a 'hands-up' travel survey was carried out in September 2019. This survey is used to capture a snap shot of how pupils and staff travelled to the school on the day of the survey and how they intended to travel home from school. The survey

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showed the percentage of pupils walking 6%, travelling by car 77%, cycling 2% and bus 13%. A survey of the staff revealed 93% driving (on own or as/with passengers), 4% walking, 2% cycling and 2% bus. Given the cumulative figures gathered by this survey it is clearly evident that the preferred mode to travel to this school is by car.

50. The School Travel Plan aims to reduce the number of car trips to and from the school by encouraging staff/visitors/pupils to use more sustainable modes of transport. In order to achieve this, the submitted Travel Plan (Motion Issue: Final V2) sets out a series of measures. These measures are set out over a five year period and include improvements to physical infrastructure for pedestrians and cyclists as well as car sharing initiatives and a shift towards more sustainable modes of transport. To assist the school in achieving these targets, a package of measures have been identified which the school can implement. These measures include; appointing a Travel Plan bursar, increased pedestrian and cycle provision and safety on site and providing information to staff and parents of alternative modes of transport. Whilst this Travel Plan is currently in draft form, a condition can be attached to ensure that a suitable and up-to-date Travel Plan is submitted and approved by the LPA in association with the County Highway Authority prior to the occupation of the development (Condition 23).
51. The principle concepts of access and arrangement have been established under the previous application with the primary access point remains towards the front of the school building off Old Woking Road. Alterations are proposed to ensure this access point includes capacity and provision for safe access and egress onto the adjacent highway. It is proposed to introduce an exit only point towards the western side of the site creating a loop system to the car park in a bid to reduce congestion during peak times. This new egress point will allow for a safe and convenient flow of traffic through the site for cars and coaches alike and without causing undue traffic spilling out onto the highway.
52. Pupil arrival and departure times are outlined in Table 6.3 of the Transport Assessment which demonstrates a significant number of pupils (34%) of pupils arriving within a 15 minute period (08:16-08:30) with almost 100% arriving between 07:30 and 08:30. Departure times are spread across several hours but a large majority of pupils would depart the site between 15:31 and 16.45 with the remaining students departing the site up to 18:30. This demonstrates a spread of departures across several hours which is unlikely to have a significant impact on the highway network in and around the site. The modal split data outlined in the Transport Assessment determine that the proposed increase in pupils and teachers could result in an additional 133 pupils dropped off in the morning and 149 students picked up in the evening by car which is not considered to represent a significant increase particularly as these will be spread across a number of hours.
53. The proposed car parking levels have been based on the surveys undertaken of existing vehicle movements, modes of transport and car parking usage and has been adapted to take into account the forecast number of pupils and staff. There would be no allocated parent/pupil parking as per the Council's Supplementary Planning Document 'Parking Standards' 2018 as this is a disincentive to travelling by sustainable modes of transport. The proposed parking layout will provide:

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80 staff/parent/visitor parking bays
20 cycle spaces /40 scooter spaces for students

54. The Council's Supplementary Planning Document 'Parking Standards' 2018 outlines that a Travel Plan should incorporate a site specific cycle strategy which has been included as part of the submitted Travel Plan. The SPD sets out that individual assessment is required for class D1 use, as in this instance. It is stated that relevant standards seek 1 scooter parking space per 10 pupils and 1 cycle parking space per 20 students within a secure covered storage space. As per Drawing No. GFP-AST-ZZ-ZZ-DR-A-010601 Rev P01 there is cycle parking provision shown but this appear inadequate to meet the requirement outlined above. A condition, therefore, has been requested from Surrey Highways seeking facilities to be provided for the secure parking of bicycles and non-motored scooters (Condition 22). It is also noted that these provisions will be monitored throughout the period of the Travel Plan.
55. Provision is provided for coach drop-off and pick-up along the access road which will lead to an 'exit-only' point to the West of the application site.
56. The Supplementary Planning Document 'Climate Change' 2013 sets out provision for electric vehicle (EV) charging points and that for development with parking spaces intended for, inter alia, visitors where 20 car parking spaces or more are to be provided then a minimum of 5% should be provided with active charging points and 10% with passive charging points. Applying these standards to the 35 net additional parking spaces, 2 active charging point and 4 passive EV charging points should be provided. This provision can be secured through Condition 27.
57. It is noted that a Community Use Agreement for the use of the playing fields is anticipated to be conditioned in the event of an approval. The community use of the fields is likely to attract users traveling by a range of modes of transport but likely to be more sustainable such as car sharing or public transport. In any event, the community use of the pitches are likely to occur outside of school hours and road traffic peak times. The parking provision on site as well as trip generated from this use are unlikely to have a significant material impact on the highway network or parking provision.
58. The proposed car park layout is acceptable and it is considered that the parking numbers would meet with operational requirements and comply with the Council's Parking Standards in that they would help discourage parents and pupils from travelling to the school by car. Surrey Highways have been consulted on this scheme and raise no objection to the travel assessment and on-site parking provision but recommend a number of conditions in the event of an approval (Conditions 18 - 23)

Impact on Trees

59. Policy CS21 of the Woking Core Strategy 2012 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.

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60. A Tree Preservation Order group covers the band of English Oak Trees which act as a natural screen to the adjacent Old Woking Road as well as noise mitigation to passing traffic. The proposed location of the extension is within the centre of the site and away from the heavily treed boundaries which separate the Old Woking Road as well as Sandy lane to the West. Notwithstanding this, an Arboricultural Survey and Arboricultural Impact Assessment has been submitted in support of the application. These outline that a small number of trees will be loss as a result of the scheme, however, these loses are offset with the proposed new tree planting schedule. This includes a comprehensive layout of proposed trees along the south-western, western and north-western boundaries as well as increased number of trees and vegetation within the site in a bid to soften the extent of hardstanding and indeed the size of the proposed extension.
61. Tree protection measures are outlined in the submitted information demonstrating essential tree protection measures that will be implemented prior to the commencement of development including any clearance works. Construction activities within the RPAs (Root Protection Areas) of trees are fully planned will be implemented in accordance with the submitted information to ensure the protection of this particularly vulnerable trees.
62. The Council's Arboricultural Officer has been consulted on the scheme and the supporting information and considers the proposal to be largely acceptable. It is recommended that an alternative to the Quercus (proposed as part of the development) are considered due to the problems associated with this species of tree. Nevertheless, the method statement was deemed acceptable and should be complied with in full including a pre commencement meeting prior to the undertaking of any works on site including demolition. This meeting should include the LA tree officer, project Arboricultural consultant and the project manager. Further details relating to services and drainage runs will be required prior to commencement (Condition 10).

Contamination

63. Paragraphs 178 - 180 of National Planning Policy Framework relate to contamination and advise that, in order to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate to its location, that the effects of pollution should be taken into account and that the responsibility for securing a safe development rests with the developer and/or landowner. Policy DM8 of the Development Management Policies DPD 2016 accords with the NPPF and seeks to ensure, amongst other things, that proposals for new development should ensure that the site is suitable for the proposed use.
64. Information submitted in support of this application including Jubb Desk Study (Ref. 19274-DTS-03); GCC Factual Report on Site Investigation (Ref GCC J19-058-RO1) and Jubb Ground Conditions Assessment Report (Ref. 19274 GCA V 2). The Council's Contaminated Land Officer has commented that they have reviewed the application and supporting reports that some information has not been addressed with regards to the groundwater in the Jubb Ground Conditions assessment report. It is recommended that further works are carried out to ensure that a satisfactory strategy is put in place for addressing contaminated land or without causing risk to potential users of the site. This information as well as information relating to remediation validation

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reports and unexpected contamination discovered during the construction can be secured by way of planning conditions (Conditions 08, 09, 24 and 25).

65. Subject to this recommended conditions, the proposed development is considered to be acceptable and to comply with the provisions of the NPPF and Policy DM8 with regard to contamination.

Sustainability

66. The presumption in favour of sustainable development is central to the policy approach of the National Planning Policy Framework. Paragraph 148 of the Framework states that the planning system should support the transition to a low carbon future with reductions to greenhouse gas emissions and support renewable and low carbon energy and associated infrastructure.
67. Policy CS22 of the Woking Core Strategy 2012 echoes these provisions and promotes sustainable construction. This policy requires development of over 1000 sq.m to achieve BREEAM very good standards. The application is supported by an Energy and Sustainability Strategy carried out by MWL dated October 2019 which outlines the proposed energy efficiency and renewable energy strategies incorporated in the design of the school extension. A number of passive energy saving measures and energy efficient services including high energy efficient gas boilers and PV panels have been adopted as part of the design and as indicated in the submitted reports will help the development achieve an almost 12% reduction in Co2 emissions on the proposed extension which complies with relevant building regulations but also helps achieve BREEAM very good standards which addressed the requirements of Policy CS22. This can be secured by Condition 27.
68. Policy CS22 also requires new developments to consider the integration of Combined Heat and Power or other forms of low carbon district heating in the development. This has also been addressed in the Energy Statement. It notes that existing and potential heating networks are situated close to the Woking Leisure Centre, Hoe Valley Community Centre, as well as North and South of Woking Train Station. The application site is well outside of these sites and would render the connection to the CHP as economically unfeasible.

Biodiversity and Protected Species

69. The wider application site comprises of habitats such as amenity grassland, scrub, woodlands and potential bat roosting areas which could be utilised by bats or crested newts for hibernation, commuting or foraging. All species of bat are fully protected under the Conservation of Habitats and Species Regulations 2010 through their inclusion of Schedule 2. Similar protective measures for badgers are secured under The Protection of Badgers Act 1992.
70. The National Planning Policy Framework 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.

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71. The application has been supported by bat and badger surveys carried out by The Ecology Consultancy. The badger survey included a walkthrough of the site where it became apparent that badger setts comprising of two burrows were evident within the application site. Evidence of badger habitation was found during the Preliminary Ecological Appraisal carried out in 2019. Measures to avoid and mitigate potential impacts on Badgers during the construction phase and provision suitable enhancements for their environment post development were outlined. It is necessary, therefore, to implement further surveys and mitigation measures outlined in Section 5 of the Badger Survey as referred to earlier.
72. A similar bat survey was undertaken on the application where they identified a bat roost within the roof void of Building 1 (existing primary school building). Building 2 (existing nursery) displayed no evidence of bat activity and, therefore, bat roosts were likely to be absent on this building. The location of the building, in close proximity to Building 1 along with the record of bats nearby and suitable habitats mean that this building along with Building 1 has the potential to support roosting bats. A European Protected Species License (EPSL) would therefore be required from Natural England to enable the development to proceed. Further surveys identified the site as important at a local level for bats. The bat survey notes that the development proposals would not lead to destruction of the day roost on the existing school building which is located outside of the construction zone.
73. The survey goes on to state that the operational phase of the development is likely to impact bat commuting and foraging routes due to higher levels of artificial lighting. External lighting has the potential to affect bat roosts and activity. It is proposed to install a number of lighting masts to serve the proposed MUGA and netball courts which could result in light spillage to habitat features and may cause loss of dark zones or roost features which should not be illuminated. An External Lighting Report carried out by MWL (November 2019) notes that the MUGA and netball pitches will be subject to lighting in excess of 100 Lux. Paragraph 2.3 of the report sets out some considerations for Bats, including that key foraging areas should be less than 1 Lux along the west, north and south. It is noted from drawings submitted that the north western corners of the MUGA and north netball pitch will be in close proximity to the areas identified as commuting/foraging corridors for bats and it is known that species sensitive to light use the site, such as Brown long-eared. Surrey Wildlife Trust has been consulted on this development and have carried out an assessment of the submitted reports including the External Lighting Report. It is advised that in the event of an approval, further details of floodlighting and lux levels should be submitted and should comply with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for Reduction of Light Pollution' and the provisions of BS 5489 Part 9. This can be secured by way of planning condition (Condition 31).
74. Further recommendation are outlined within the bat survey which seek to protect any unnecessary loss of habitat either within woodland, scrub or within mature trees. A landscape plan has been submitted which identifies a number of trees to be removed as part of the development but these are to be replaced with boundary trees. It is apparent, therefore, that there would limited loss of potential habitat features and any loss would be mitigated with the replacement of semi-mature trees. The survey outlines a number of recommendation for enhancements for bats including the provision of bat boxes to provide additional roosting opportunities for bats in the area. These

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recommendation, outlined in Section 5 of the Survey, can be secured by way of planning condition (Condition 30).

75. Great Crested Newts (GCN) have been recorded within 2km of the application site with a pond, which is identified as suitable for GCN, located in close proximity to the existing buildings on site. Woodland and scrub located around the perimeter of the site has also been identified to be suitable to support GCN during their terrestrial phase. These habitats are to be retained and indeed enhanced as part of the proposal and the large expanse of hardstanding to accommodate the parking is likely to deter newts towards the southern section of the site and where the extension is proposed to be located. Notwithstanding this, it is recommended that further works are carried out in the form of a Biodiversity Method Statement to ensure appropriate measures are adopted and to reduce risk to any potential GCN and amphibians within the wider development footprint.
76. Foxes and other protected species such as hedgehogs were found within the application site as identified by the Preliminary Ecological Appraisal. Hedgehogs are listed as a Priority Species for conservation action under the UK Biodiversity Action Plan, and protected from harm in the UK under Schedule 6 of the Wildlife and Countryside Act 1981. Section 4 of the Preliminary Ecological Appraisal outline a number of impacts and recommendations relating to foxes and rabbits and other wild animals. The measures outlined at Section 4.18 of the Preliminary Ecological Appraisal can be secured by condition (Condition 30).
77. The Appraisal states that a Rhododendron species is present on site and that care should be taken not to spread this plant as a result of development works. The Ecological Mitigation Plan outlines measures to control and eradicate this invasive plant. These measures can be secured by condition (Condition 30).
78. The surveys were undertaken by appropriate professionals and their findings are considered to be reasoned and supported. Surrey Wildlife Trust as a consultee of the Council have been consulted on these surveys and recommend that the actions mentioned in Section 4 of the Bat Report and Section 5 of the 2 Great Crested Newt Reports are undertaken.

Flood Risk

79. Sited with Flood Zone 1, the application site carries a low probability for tidal and fluvial flooding with no flood risk from groundwater or artificial water bodies. Despite this, the application site is located within medium, high and very high risk areas of surface water flood risk. The proposal is a 'major' development by way of site coverage. The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications determined from 6 April 2015 (Paragraph 163 of the National Planning Policy Framework 2019 and Ministerial Statement of SuDS). The Written Statement (HCWS161) - Sustainable drainage systems states that *"we expect local planning policies and decisions on planning applications relating to major development...to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate... this policy will apply to all developments of 10 homes or more"*.

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80. The application has been submitted with a flood risk assessment and drainage strategy, which have been updated (Jubb REF: 19274-FRA&DS-01 v5 February 2020) in line with comments from the Council's Drainage Officer. The application 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) does, however, identify the site of the proposed building as being at risk of surface water flooding.
81. The information has been submitted and is under review with the Council's Drainage and Flood Risk Team. As per the recommendation, this application is recommended for approval subject to no objection being raised from the Council's Drainage Officer.

Impact on the Thames Basin Heaths Special Protection Area

82. The proposal does not include overnight long term accommodation for staff or pupils and therefore the Avoidance Strategy does not apply. There will be no adverse impact to the SPA in this respect.

Conclusion

83. The principle of development has been established on site by two previous applications which were found to be acceptable with regards to extending the school, PLAN/2013/0649 and PLAN/2015/0128. Great weight is given to the need to expand and alter the school and it has also been demonstrated that the proposal would facilitate the provision of outdoor sports and result in minimal impact on the principal playing field area with the provision of alternative sports catered for in the development. In this sense, Sport England deem the development to meet exception E5 policy in that the development would be of sufficient benefit to sport so as to outweigh the detriment caused by the loss of part of the playing field.
84. The design and layout of the proposal is seen to correspond well with the surrounding area and tie in with the host school in an acceptable way so as not to detract from the existing character creating a clear divide between the primary and secondary schools. The proposed development seeks to promote the use of sustainable modes of transport and would not have an adverse impact on the highway network, in terms of highway safety or congestion. The development would respect the character of the area and the amenities of the neighbours incorporating sustainable construction methods. Suitable measures and mitigation measures are proposed and sought to be secured by way of condition so as to preserve and in some cases enhance the biodiversity of the site given the potential presence of protected species.
85. The proposal is considered to be an acceptable form of development that complies with provisions outlined in the National Planning Policy Framework, Policies CS8, CS17, CS18, CS19, CS21, CS22, CS24 and CS25 of the Woking Core Strategy 2012, Policies DM1, DM2, DM3, DM5, DM7, DM8, DM13 and DM21 of the Development Management Policies DPD 2016, Supplementary Planning Documents 'Outlook, Amenity, Privacy and Daylight' 2008, 'Parking Standards' 2018, 'Design' 2015 and 'Climate Change' 2013. Approval is accordingly recommended subject to the attached conditions.

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BACKGROUND PAPERS

1. Site visit photographs.
2. Site Notice (Major Development) (20.11.19)
3. Response County Highway Authority(13.12.19 & 26.02.20)
4. Response from Arboricultural Officer (21.11.19)
5. Response from Sport England (29.01.20)
6. Response from Environmental Health (28.11.19)
7. Response from Scientific Officer (19.11.19)
8. Response from Surrey Wildlife Trust (20.02.20 & 27.02.20)

RECOMMENDATION

It is recommended that planning permission be Granted subject to the following Conditions:

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

Reason:

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

2. (Notwithstanding the material details outlined on the approved plans), no above ground development associated with the development hereby approved should commence before details and/or samples and a written specification of the materials to be used in the external elevations, hard surfaced areas and boundary walls have been submitted to and approved in writing by the Local Planning Authority. The development should be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority

Reason:

To protect the visual amenities of the area

3. The development hereby permitted should be carried out in accordance with approved plans;

Site and General Arrangement

- Drawing No. GFP-AST-ZZ-ZZ-DR-A-010601 Rev P01
- Drawing No. 4025-BBLA-SP-DR-001 Rev P1
- Drawing No. 4025-BBLA-SP-DR-101 Rev P2
- Drawing No. 4025-BBLA-SP-DR-102 Rev P2
- Drawing No. 4025-BBLA-SP-DR-103 Rev P2

Elevations

- Drawing No. GFP-AST-ZZ-ZZ-DR-A-010800 Rev P01

Floor/Roof Plans

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- Drawing No. GFP-AST-ZZ-ZZ-DR-A-010710 Rev P01
- Drawing No. GFP-AST-ZZ-ZZ-DR-A-010711 Rev P01
- Drawing No. GFP-AST-ZZ-ZZ-DR-A-010712 Rev P01

Sections

- Drawing No. GFP-AST-ZZ-ZZ-DR-A-010900 Rev P02

Pitches and Floodlights

- Drawing No. D19-029/DWG/EP0001 Rev 02
- Drawing No. D19-029/DWG/EP0002 Rev 02
- Drawing No. T088RLH

Landscaping

- Drawing No. 4025-BBLA-SP-DR -121 Rev P01
- Drawing No. 4025-BBLA-SP-DR -122 Rev P01
- Drawing No. 4025-BBLA-SP-DR -123 Rev P01
- Drawing No. 4025-BBLA-SP-DR - 221 Rev P2
- Drawing No. 4025-BBLA-SP-DR - 222 Rev P2
- Drawing No. 4025-BBLA-SP-DR - 223 Rev P2

Reason:

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

PD Removal and Limitation

4. 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 extension, building or other alterations permitted by Part 7 Class M or provision of hard surface permitted by Part 7 Class N of Schedule 2 of that Order should 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 character and openness of the Urban Open Space

5. 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 fence, wall or other means of enclosure permitted by Class A of Part 2 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 character and openness of the Urban Open Space.

6. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) and the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015

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(as amended) (or any Order(s) revoking or re-enacting these Order(s) with or without amendment(s)) the use of the development hereby permitted should only be for the purposes falling within Class D1 (school), as defined within The Town and Country Planning (Use Classes) Order 1987 (as amended), and for no other purpose(s) whatsoever (including for any other purpose(s) within Class D1) without express planning permission from the Local Planning Authority first being obtained.

Reason:

To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance.

7. The school should not have a roll of more than 406 pupils (including nursery children) at the site unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order that any potential future increase in numbers can be assessed in respect of its impact on the highways network.

Pre-Commencement Conditions

8. ++ Prior to the commencement of the development a further contaminated land site investigation and risk assessment should be undertaken in order to further assess the TPH detected in the boreholes 101 & 102 (Ref. GCC factual report on site investigation (Ref GCC J19-058-RO1)). The additional work should determine the extent and nature of this contamination on the site and shall be reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) or any replacement guidance and British Standard BS 10175. The report should be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). If applicable, further ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason:

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

9. ++ Prior to the commencement of the development a detailed remediation method statement containing details of the building design and specification of the gas protection measures to be incorporated into the building should be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). Any other remedial measures recommended by the additional site investigation work shall also be included in the method statement.

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The remediation method statement should detail the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and shall detail the information to be included in a validation report. The remediation method statement should also provide information on a suitable discovery strategy to be utilised on site should contamination manifest itself during site works that was not anticipated. The Local Planning Authority should be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development should then be undertaken in accordance with the approved details.

Reason:

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

10. ++ Prior to the commencement of development details of service and drainage runs will be required to be submitted and approved by the Local Planning Authority. Protective measures must be carried out in strict accordance with the arboricultural Information provided by boonbrown Report No. 4025-BBLA-SP-RE-904 Rev P1 received on 7th November 2019 including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition should take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason:

To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

Neighbouring Amenity

11. The proposed playing fields, MUGA and netball courts should not be used for the provision of outdoor sports between the hours of 21:00-08:00 Mondays to Fridays (inclusive), between 21:00-09:00 Saturdays and to between 20:00-09:00 Sundays, Bank and Public Holidays.

Reason:

To protect the amenity of neighbouring properties.

12. The floodlights on the MUGA and netball courts hereby approved should not be used between the hours of 20:00-08:00 Mondays to Fridays (inclusive), between 20:00-08:00 Saturdays and to between 19:00-08:00 Sundays, Bank and Public Holidays unless the prior written agreement of the Local Planning Authority is received. An automatic timer device should be installed to control the hours of use.

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Reason:

To protect the amenity of neighbouring properties.

13. The external lighting to the footpaths and car park should be switched off and shall not be used between the hours of 22:00 - 06.30.

Reason:

To protect the amenities of neighbouring properties and in the interests of the ecology on the site.

14. No above ground development associated with the development hereby permitted should begin until hereby permitted, a scheme for the installation of equipment to control the emission of fumes and smell from the premises should be submitted to, and approved in writing by, the Local Planning Authority and the approved scheme shall be fully implemented. All equipment installed as part of the approved scheme should thereafter be operated and maintained in accordance with the approved details and retained as such thereafter.

Reason:

To protect the environment and amenities of the occupants of neighbouring properties and prevent nuisance arising from fumes and smell.

15. No above ground development associated with the development hereby permitted should commence until details of the measures to be undertaken to acoustically insulate and ventilate the building for the containment of internally generated noise have been submitted to and approved in writing by the Local Planning Authority. The approved measures should be implemented in full prior to the first occupation of the development and shall be retained in perpetuity thereafter.

Reason:

To protect the environment and amenities of the occupants of neighbouring properties.

16. No fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority. Such plant and equipment shall not be installed otherwise than in strict accordance with the approved specifications.

Reason:

To protect the environment and amenities of the occupants of neighbouring properties.

17. No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises should be

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installed within the development site without the prior written consent of 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.

Highway and Parking

18. No part of the development hereby approved should be first occupied unless and until the proposed modified vehicular access to Old Woking Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones should be kept permanently clear of any obstruction over 0.6m high.

Reason:

To ensure the development should not prejudice highway safety nor cause inconvenience to other highway users.

19. No part of the development hereby approved should be first occupied unless and until the proposed vehicular access to Old Woking Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones should be kept permanently clear of any obstruction over 0.6m high.

Reason:

To ensure the development should not prejudice highway safety nor cause inconvenience to other highway users.

20. The development hereby approved should not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, school bus/coach bays, drop off/pick up and turning areas should be used and retained exclusively for their designated purpose.

Reason:

To ensure the development should not prejudice highway safety nor cause inconvenience to other highway users.

21. Before the proposed vehicular access to Old Woking Road is brought into permanent use, a signage plan should be submitted showing exit only/no entry signs and entry only signs for the existing access and carriageway markings within the limits of the application site which should be submitted to and approved in writing by the Local Planning Authority and thereafter should be kept permanently maintained.

Reason:

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To ensure the development should not prejudice highway safety nor cause inconvenience to other highway users.

22. The development hereby approved should not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:
- (a) The secure parking of bicycles within the development site, and thereafter the said approved facilities should be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

In recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

23. Notwithstanding the submitted Travel Plan (Motion Issue: Final V2), the proposed extension hereby approved should not be first occupied unless and until the Travel Plan for Greenfield School has been amended/updated and submitted for the written approval of the Local Planning Authority. The submitted details should include details of measures to promote sustainable modes of transport amongst pupils and staff, and provisions for the maintenance, monitoring and review of the impact of the Plan and its further development. The approved Travel Plan should then be implemented upon first occupation of the development, and shall thereafter be maintained, monitored, reviewed and developed to the satisfaction of the Local Planning Authority.

Reason:

In recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

Contamination

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

Reason:

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

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

Reason:

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

Sustainability

26. No above ground development (with the exception of the provision/marketing out of vehicle parking bays) associated with the development hereby approved should commence until details of x2 active and x4 passive electric vehicle charging points to be provided have been submitted to and approved in writing by the Local Planning Authority. The works should be carried out in accordance with the approved details prior to first beneficial occupation of the development and thereafter be permanently retained in accordance with the approved details unless the Local Planning Authority subsequently agrees in writing to their replacement with more advanced technology serving the same objective.

Reason:

In the interests of achieving a high standard of sustainability.

27. The development hereby approved should be carried out in accordance with the submitted Energy Statement carried out by Mendick Waring Limited (Ref J2569 Rev 1.1) (dated October 2019) which indicate that the development can achieve final BREEAM "Very Good" level.

Unless otherwise agreed in writing by the Local Planning Authority, no building should be occupied until a final Certificate has been received and acknowledged by the Local Planning Authority certifying that BREEAM rating "Very Good" has been achieved for this development (or such equivalent national measure of sustainable building which replaces that scheme).

Reason:

To ensure that the development achieves a high standard of sustainability and makes efficient use of resources.

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Waste and Recycling

28. The development hereby approved should not be occupied until a waste management plan for the school has been submitted to and approved by the Local Planning Authority. The waste management plan should detail how and where waste shall be stored on the site and how it is to be managed. The approved plan shall be implemented in accordance with the details to be agreed.

Reason:

In the interest of neighbour amenities and character of the area.

Ecology

29. The development hereby approved should be undertaken in strict accordance with the provisions of Section 5 (Conclusions and Recommendations) of the Badger Survey carried out by The Ecology Consultancy (No. 7331.2) (dated 24th October 2019).

Reason:

To contribute towards and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

30. The development hereby permitted should be undertaken fully in accordance with the details specified in Section 5 of the Bat Survey (The Ecology Consultancy Job Number: 7331.1 Version V3.0) dated October 2019, Section 4.18 and 4.20 of the Preliminary Ecological Appraisal (The Ecology Consultancy Job Number: 7331.1 Version V1.0) dated September 2019 as well as Section 2.3 of the External Lighting Report (Mendick Waring Limited ref: J2569 Rev 2) dated November 2019.

Reason:

To ensure adequate protection of protected species

31. Notwithstanding the submitted details, prior to the installation of any external lighting including floodlighting (demonstrating compliance with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for Reduction of Light Pollution' and the provisions of BS 5489 Part 9) details of floodlighting and lux levels across the site shall be submitted to and approved in writing by the Local Planning Authority. The lighting as approved shall be installed prior to the first use/occupation of each component of the development hereby approved and maintained in accordance with these standards thereafter.

Reason:

To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties and to ensure suitable ecological mitigation.

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Community Use

32. Prior to the occupation of the development hereby approved, a 'Plan for Community Use; should be submitted to and approved in writing by the Local Planning Authority. The plan should outline the feasibility and commitment of the school to permit and promote the sports facilities hereby approved to be used by the community (other than pupils and staff of the school) at appropriate times. The plan should be implemented in accordance with the agreed details, unless otherwise agreed by the Local Planning Authority.

Reason:

In the interest of retaining a community use at the site.

Informatives:

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2019.
2. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

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

3. 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.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the

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classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

5. 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.
6. 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).
7. It is advised that the applicant seek justified confirmation from their ecologist that they are confident that European Protected Species will not be harmed by the current proposals and that a derogation licence is not required to undertake the proposed works in order to ensure there are no breaches of European legislation.
8. It is advised that any closed fencing that may be erected should include 13cm x 13cm holes in the base to allow the free movement of Hedgehogs over the development site.
9. Adherence should be paid to the free online resource from Sport England (Use Our School) that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; www.sportengland.org/useourschool.

SECTION B

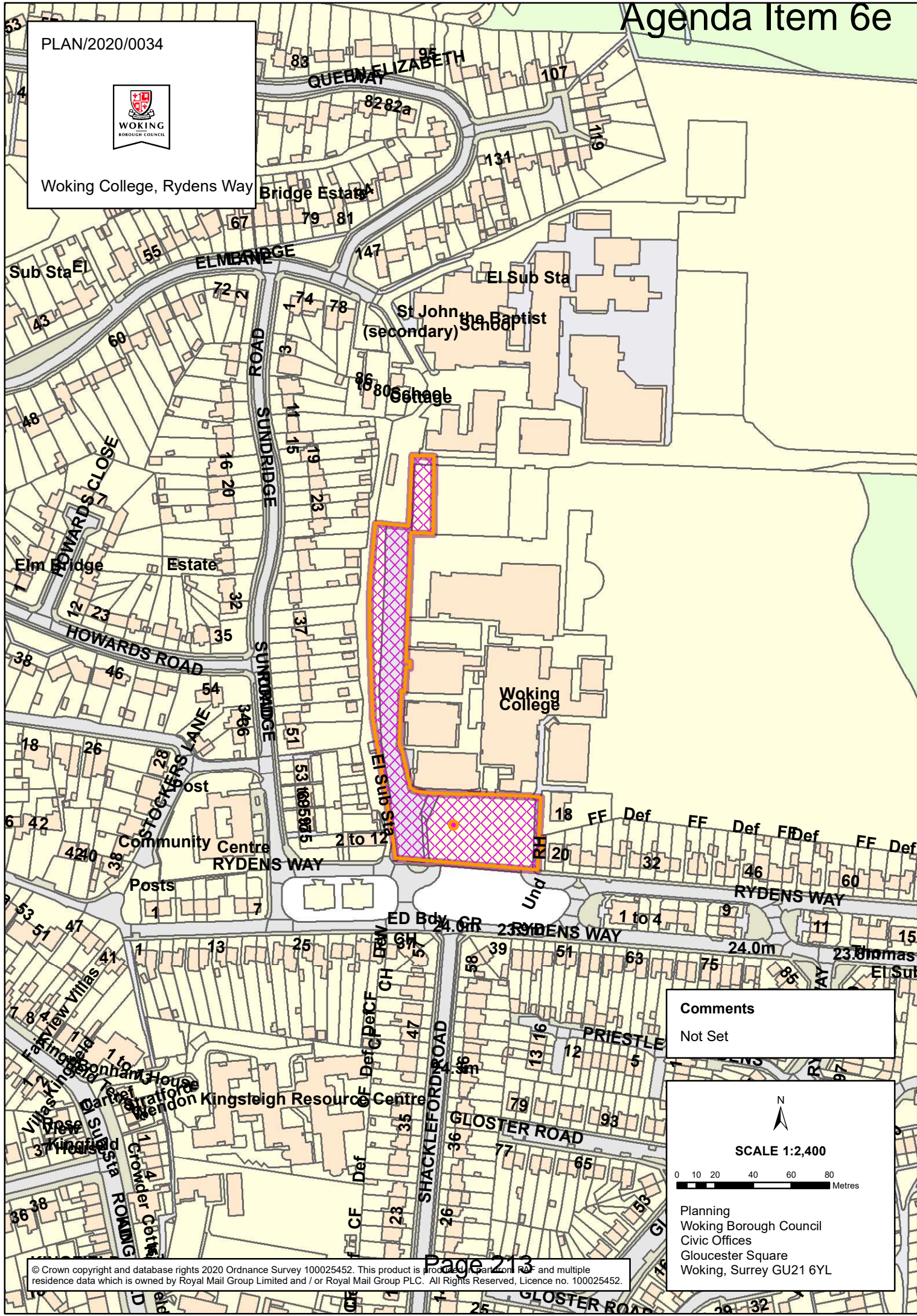
**APPLICATIONS WHICH WILL BE
THE SUBJECT OF A PRESENTATION
BY OFFICERS**

(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)

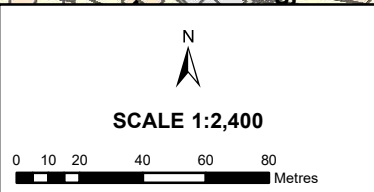
PLAN/2020/0034



Woking College, Rydens Way



Comments
Not Set

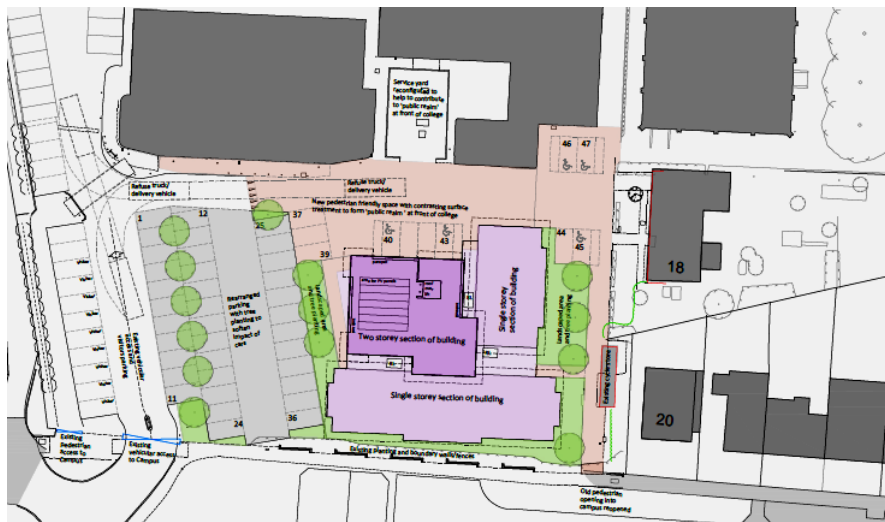


Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

Woking College, Rydens Way, Old Woking

PLAN/2020/0034

Erection of a part two storey, part single storey teaching block to front of site, a new car park to replace a tarmac surfaced tennis court at rear of site and the reconfiguration of the car park to the front of the site.



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PLAN/2020/0034

WARD: HV

LOCATION: Woking College, Rydens Way, Old Woking, Woking, GU22 9DL

PROPOSAL: Erection of a part two storey, part single storey teaching block to front of site, a new car park to replace a tarmac surfaced tennis court at rear of site and the reconfiguration of the car park to the front of the site.

APPLICANT: Mr. B. Freeman

OFFICER: Joanne Hollingdale

REASON FOR REFERRAL TO COMMITTEE

The proposal is for a development type which falls outside the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

The application seeks planning permission for the erection of a part two storey, part single storey teaching block to the front of the site, a new car park to replace a tarmac surfaced tennis court at rear of site and the reconfiguration of the car park to the front of the site.

PLANNING STATUS

- Green Belt
- Thames Basin Heaths SPA Zone B (400m-5km)
- Flood Zone 2 (part of the College playing field)
- Medium/High surface water flood risk area (part of the front of the site)

RECOMMENDATION

Grant planning permission subject to conditions.

SITE DESCRIPTION

Woking College is located to the south of Woking Town Centre. The application site relates to the front part of the college campus, the western access and parking area and an existing hard surfaced court at the rear of the site. The main entrance to the site is located off Rydens Way with the main car park area located at the front of the college, with the college buildings set back from the front boundary. An access runs along the western boundary of the site serving parking spaces within the site. The built area of the college campus is concentrated into the western section of the site and contains one and two storey buildings of various ages. The built area of the college is tightly constrained. The site rises from the south towards the north.

To the east of the built campus are the college playing fields and beyond these is a dense wooded area. To the north of the site is St John the Baptist Secondary School. To the west of the site is an access road which serves the rear gardens/garages of the dwellings which front Sundridge Road. To the west of the access road are dwellings which are mostly two storey with some taller flatted blocks. To the south of the college site are 2no. pairs of recently built semi-detached two storey dwellings which front Rydens Way and adjoining the south-eastern corner of the site is a single storey dwelling.

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Vehicular access into the site is off Rydens Way and there are currently 187no. parking spaces on site including 5no. disabled bays, 145no. cycle parking spaces and 12no. moped spaces.

PLANNING HISTORY

There is an extensive planning history for the wider Woking College site. The most recent applications for the site are as follows:

PLAN/2019/0416 – Installation of 2no. single storey modular buildings containing 4 classrooms. Granted 18.07.19

PLAN/2019/0323 – Formation of staff overspill parking and associated provision of 3 metre high chain link fencing. Refused 25.05.19

PLAN/2015/0632 - Provision of 3G artificial turf surface with fencing and sports amenity lighting, erection of single storey building providing changing rooms, clubroom, teaching space facilities and ancillary space, extension of the existing college car park, clearance and landscaping works to accommodate a new grass pitch and extended playing field (amended plans, amended description and additional information). Granted 30.03.17

PROPOSED DEVELOPMENT

The application seeks planning permission for the erection of a part two storey, part single storey teaching block to the front of the site, a new car park to replace a tarmac surfaced tennis court at rear of site and the reconfiguration of the car park to the front of the site. The application site relates to the front car park area, the access and parking area along the western boundary of the campus and one of the hard courts in the northern part of the site.

The proposed detached teaching block would be located at the front of the site and would have single storey extensions to the southern and eastern sides of the two storey part of the new building. The building would have a maximum width of 30 metres with a maximum depth of 30 metres on its longest sides. The two storey part of the building is more limited with a maximum width of 17.5 metres and a maximum depth of 16 metres. Both parts of the building would have a flat roof with the single storey having a maximum height of 3.9 metres and the two storey having a maximum height of 7.7 metres.

The teaching block would be faced with brick, render and vertical timber boarding with dark coloured aluminium framed windows. 8no. classrooms would be provided in the new teaching block along with a supervised study area, staff work area and associated facilities e.g. w.c.

Landscaping and some tree planting would be provided to the east and west of the new teaching block. To the western side of the teaching block the existing car park would be re-arranged together with some tree planting within the parking area. The remainder of the parking (32no. spaces) would be re-provided to the rear of the site instead of one of the existing hard courts.

In support of the application a Design and Access Statement, Planning Statement, Noise Impact Assessment, Travel Plan, Flood Risk Assessment, College Development Plan and Property Strategy have been submitted.

CONSULTATIONS

County Highway Authority: Having assessed the application on safety, capacity and policy grounds recommends a condition be imposed on any permission granted (condition 5).

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Thames Water: No objection to the application on foul or surface water network infrastructure capacity.

WBC Flood Risk and Drainage Engineer: Recommend approval on drainage and flood risk grounds subject to conditions (conditions 7, 8 and 9).

WBC Arboricultural Officer: The proposed landscaping is considered acceptable in principle and details of the tree planting pits which should utilise underground structures will be required by condition (condition 4).

WBC Environmental Health Officer: The conclusions of the noise assessment report are accepted and there are no adverse comments.

WBC Contaminated Land Officer: No comments or conditions with regard to contaminated land.

REPRESENTATIONS

0 letters of representation have been received.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS6 – Green Belt

CS9 – Flooding and Water Management

CS17 – Open Space, Green Infrastructure, Sport and Recreation

CS18 - Transport and Accessibility

CS19 – Social and community infrastructure

CS21 - Design

CS24 - Woking's landscape and townscape

Development Management Policies DPD (DM Policies DPD) (2016)

DM2 - Trees and Landscaping

DM7 – Noise and Light Pollution

DM13 – Buildings in and adjacent to the Green Belt.

DM21 – Education Facilities

Supplementary Planning Documents (SPD's)

Design (2015)

Parking Standards (2018)

Outlook, Amenity, Privacy and Daylight (2008)

PLANNING ISSUES

1. The main issues to consider in this case are the principle of development, impact on the Green Belt, loss of open space, visual impact, impact on residential amenity, impact on parking and impact on flood risk and drainage.

Principle of the development

2. Paragraph 94 of the NPPF states that "*it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning*

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authorities should take a proactive, positive and collaborative approach to meeting this requirement that will widen choice in education. They should:

- a) *Give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
 - b) *Work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”*
3. Policy CS19 of the Core Strategy, advises that community facilities “*also offer services that are essential for education, health and well-being and support community cohesion and benefit the general quality of life of residents.*”
4. Policy DM21 of the DM Policies DPD supports the provision of educational facilities and states that “*proposals for new or replacement schools and other educational facilities, expansion of educational facilities on existing sites and changes of use for school or other educational and training purposes will be permitted where the following criteria are met:*
- (i) it meets an identified need;*
 - (ii) it makes appropriate provision for on-site car parking and stopping, access to public transport, cycling and walking and the effect on traffic movement and highway safety is in accordance with Policy CS18 of the Core Strategy;*
 - (iii) where appropriate, a School Travel Plan is provided with the proposal to manage the travel needs of pupils and staff;*
 - (iv) the use of the site would be compatible with the surrounding land uses;*
 - (v) it does not give rise to significant adverse impacts on the environment, residential character and amenity;*
 - (vi) where appropriate, adequate provision is made and/or existing provision is retained for indoor and outdoor recreation, outdoor sports and amenity space to meet the needs of the school;*
 - (vii) it meets other Development Plan policy criteria, paying particular attention to Policy CS19 of the Core Strategy.”*
5. Woking College has approximately 1400 students and when assessed against the Education Skills and Funding Agency (ESFA) is in deficit by around 23 teaching spaces, being about 25% below the recommended floor area in Building Bulletin 103 (Area Guidelines for Mainstream Schools). The college wishes to ensure that it has sufficient accommodation for its current roll and to address the existing severe overcrowding problems. The proposal is for the provision of additional teaching and learning space to help to address the current level of severe overcrowding of these educational facilities. Given the very high utilisation rate of the existing accommodation, the net gain of 8no. teaching spaces is proposed to ensure current standards are maintained. No increase in student numbers or staff are proposed as part of this application and the additional accommodation seeks to ensure that existing level of overcrowding is alleviated to some degree. It is therefore considered that the proposed accommodation would meet an identified need.
6. The proposed building would be located on an existing educational site and would be sited adjacent to an existing complex of existing buildings on the site. Therefore, subject to the other material considerations outlined in this report and a condition restricting the use of the building to a school/education facility, the principle of the proposed additional educational accommodation is considered acceptable and in accordance with Policy CS19 of the Woking Core Strategy, Policy DM21 of the DM Policies DPD and the NPPF.

Impact on Green Belt

7. The application site is located in the Green Belt and as such Policy CS6 of the Woking Core Strategy, Policy DM13 of the DM Policies DPD and Section 9 of the NPPF apply.

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These policies seek to preserve the openness of the Green Belt; the essential characteristics of the Green Belt are its openness and permanence. The erection of new buildings in the Green Belt is inappropriate development unless it complies with one of the exceptions listed in paragraph 145 of the NPPF. The provision of a school building is not one of the 'excepted' buildings listed in paragraph 145 and therefore the proposed development comprises inappropriate development in the Green Belt, which by definition is harmful. It is also therefore necessary to consider whether any other harm to the Green Belt would result from the proposal.

8. The proposed teaching block would comprise a part two storey part single storey building of approximately 957sqm (GEA) and would be located on an existing car park. Whilst the car park is currently hard surfaced and has an impact on openness, particularly when vehicles are parked, it is considered that the proposal would result in a reduction in openness on this part of the site given the size and permanence of the proposed teaching block.
9. With regard to the five purposes of the Green Belt, as the proposed teaching block and replacement car parking would be located on existing hard surfaced areas and the proposed teaching block would be located adjacent to an existing row of development (dwellings which are located within the urban area), the proposal is not considered to conflict with any of the five purposes of the Green Belt. Nonetheless the proposed development therefore comprises inappropriate development within the Green Belt with harm to openness. There would also be a small loss of open space to provide the replacement car park in the north of the site (see paragraphs 16-19) and this limited additional harm would also be added to the Green Belt harm identified.

Very special circumstances

10. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (paragraph 143). Paragraph 144 states that "*when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. "Very special circumstances" will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.*"
11. It is therefore necessary to consider whether any very special circumstances exist in this case which would clearly outweigh the harm to the Green Belt by reason of inappropriateness and any other harm. Very special circumstances can constitute one consideration or the combination of a number of considerations.
12. Ministerial statements constitute material planning considerations and in August 2011 the Government's policy statement – 'Planning for Schools Development' was issued. The Ministerial Statement states that the planning system should operate in a positive manner and the following principles should apply with immediate effect: There should be a presumption in favour of the development of state funded schools (including free schools and Academies) and Local Authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions. This Statement has not been retracted by the current Government and its content is included within the NPPF.
13. As noted under the 'principle of the development' section of this report, the proposal is to meet an immediate and significant need for additional accommodation. The college has approximately 1400 students and has an existing severe overcrowding issue and a need to expand its facilities. A Space Needs Assessment was undertaken in 2019 which

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identified that the college has a deficit of 23 basic teaching and learning resource spaces when considered against the ESFA standards in Building Bulletin 103. The college currently achieves high capacity in a relatively small floor area by having high levels of actual room utilisation but this exceeds guidance making timetabling challenging. This need and lack of existing accommodation is also supported by the following information which is included in the application:

- The proposal is supported by SCC which recognises the need for the college to expand its teaching facilities to meet current demand, commenting that the college takes students from more than 60 Surrey schools and is an increasingly popular choice for school leavers.
- SCC is aware that the college does not currently have the classroom capacity to meet its day to day needs in terms of the flexible delivery of the curriculum and the wider provision of examination and meeting space. Addressing the college's overcrowding issue through the provision of a new classroom block would support the education of local learners and contribute to the strategic objectives with the Post-16 Organisation Plan 2018-2026.
- SCC supports the college's current bid for Condition Improvement Fund (CIF) funding.
- WBC also supports the proposal and recognises the excellent role that the college plays in the community and its efforts to meet the demands of the Borough's growing school age and college age population.
- The problems experienced from the lack of space are: there are periods where there are no spare classrooms limiting flexibility; there are many small classrooms limiting approaches to teaching; the Learning Resource Centre is at capacity and used for exams and other events meaning there is no other silent space to study; the sports hall is out of use for many periods due to exams and other events and senior staff have to vacate their offices to meet the demands for individual workspaces during exams.
- The college can continue with the higher than normal level of room utilisation to mitigate the number of additional spaces required. Where possible the college has converted staff spaces to teaching spaces and other mitigations such as off-site meetings will also be utilised. With these compromises the college has calculated that 8no. further classrooms are essential for the college to operate which would address the overcrowding, although the gross floor area would remain below Building Bulletin 103 minimum for existing student numbers.
- The college only operates one site in Rydens Way and therefore any additional accommodation has to be provided on this site and the college cannot meet their statutory obligations elsewhere. There are therefore no alternative sites for the proposed development.

14. Given the above considerations it has been demonstrated that there is a clear and pressing need for additional accommodation for the college. The proposed 8no. classrooms within the new teaching block would address the existing severe overcrowding and meet an immediate and significant need for additional accommodation. In addition it is also noted that the following factors would also be benefits of the current proposal and would contribute to the case for very special circumstances:

- The proposed new teaching block can be provided on the site without impacting on existing buildings and teaching space whilst the new block is constructed.
- The new teaching block would be located as close as possible to the existing urban area.
- The College would also be willing to accept a planning condition preventing the implementation of planning permission PLAN/2019/0416 which would have

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provided 4no. classrooms in a modular building proposal as the current proposal is considered by the applicant to be a preferable alternative to this earlier proposal as the current proposal provides more classrooms (condition 11).

15. In this particular case it is considered that all of the factors detailed above could comprise very special circumstances. Whether these matters are considered to outweigh the harm to the Green Belt and any other harm resulting from the proposed development will be assessed as part of the conclusion-planning balance at the end of this report once all of the other material planning considerations have been assessed to identify whether “any other harm” would result from the proposed development, in addition to the Green Belt harm already identified.

Loss of open space

16. The NPPF has a presumption against the loss of open space unless it will be replaced by equal or better provision, it can be shown to be surplus to requirements or the development is for alternative sports and recreation provision. These requirements are reflected in Policy CS17 of the Core Strategy which states that “*there will be a presumption against any development that involves the loss of a sport, recreation or play facility except where it can be demonstrated that there is an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development.*” Policy DM21(vi) also requires that adequate provision is retained for outdoor sport and recreation to meet the needs of the school.
17. The proposal includes the replacement of an existing tarmac tennis court in the north-western part of the site which is proposed to provide replacement car parking to off-set that lost to provide the teaching block at the front of the site. The proposal would represent a loss of 723sqm of existing playing court facility to provide 32no. car parking spaces. It is noted that the 2no. adjacent existing tarmac surfaces would be retained and that these would be re-marked as netball and tennis courts. It is noted that to the east of the 2no. tarmac courts to be retained is a further existing all-weather pitch which is fenced and would also be retained. The College Principal has advised that the proposal would “*result in the loss of one tennis court in the enclosure. One netball court, one tennis court and the all-weather carpet surfaced facility will be retained.*” He further adds that the “*current arrangement of one basketball court and two tennis courts is surplus to the sports requirements of the College; the all-weather facility is needed to provide 5-a side football and hockey uses.*” It is further advised that the current facilities need significant refurbishment and so not currently provide full positive use for the college sports requirements and the remaining facilities will provide the necessary provision for the college sports department. In light of these comments it is considered that sufficient sporting facilities would be retained to meet the requirements of Policy DM21(vi) of the DM Policies DPD.
18. Planning permission was also granted in March 2017 under PLAN/2015/0632 for the provision of a 3G artificial pitch which would significantly upgrade the sports facilities for the college providing extensive and flexible areas for sport. However it should be noted that this permission expires on 29th March 2020 and to date no details pursuant to the pre-commencement conditions have been submitted for approval. It is therefore likely that this permission will expire.
19. Nonetheless whilst it is recognised that the provision of the replacement car park would result in a loss of existing open space on the site, it is acknowledged that the loss of existing open space would be small and that it is likely that it may be surplus to requirements as the college considers that sufficient alternative sporting facilities exist within the site. However there are no specific sporting space standards to measure this

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against. Planning permission has also been previously granted for further upgrades to the sporting facilities on the wider college site. Whilst the loss of the exiting open space would result in harm which is to be added to the Green Belt harm already identified, it is considered that the additional harm is very limited due to the other sporting facilities which exist at the site. The loss of this small amount of open space is therefore contrary to Policy CS17 of the Woking Core Strategy and the NPPF. This harm is required to be added to the Green Belt harm which the very special circumstances seek to address.

Visual Impact:

20. Policy CS21 of the Woking Core Strategy (2012) requires development proposals to *'respect and make a positive contribution to the street scene and the character of the area in which they are situated....'* and Policy CS24 seeks to maintain the landscape character of the area. Policy DM21(v) of the DM Policies DPD also states that proposals for education facilities should not give rise to significant adverse impacts on the environment.
21. The proposed teaching block would be located at the front of the site on an area currently occupied by car parking. The applicant states that the proposed siting for the teaching block is to enhance the presence of the college on the site, given its importance as a community asset, whilst enabling the new building to be constructed without the loss of existing teaching space. It is also noted that the positioning of the new teaching block would be as close as possible to the urban area which extends to both the eastern and western boundaries of the front of the college site where the new teaching block is proposed. The proposed siting for the teaching block is therefore considered to be acceptable in visual terms and it would also enhance the appearance of the front of the site within the street scene from the rather bland and open functional car park.
22. In terms of scale, design and appearance, the proposed teaching block would be part two storey and part single storey with the single storey elements towards the front and side (eastern) boundaries. This configuration of built structure would enable a comfortable transition in scale to the single storey dwelling adjoining the eastern boundary of the site, whilst also reducing the scale of the new building adjacent to the front boundary of the site. The existing wall, fence and hedging to the front boundary of the site would be retained (except for the re-opening of a pedestrian access in the south-eastern corner), which would maintain the immediate street frontage to the college site.
23. The design of the proposed building would be contemporary, utilising a large roof overhang, large picture style windows and vertical timber boarding. The two storey height would be 7.7 metres which is around the height of a two storey dwelling. The elevations would be primarily faced in render with some brick elements at lower level and vertical cladding to add warmth and variation to the elevations. It is acknowledged that the complex of buildings on the school site are varied in terms of their appearance and that this is a direct result of the evolution of this educational establishment over time. The design and appearance of the proposed teaching block would be a modern and contemporary high quality addition to the front part of the campus.
24. The proposed development would also take the opportunity to introduce some additional landscaping and tree planting to the front part of the site. The front boundary hedge which is approximately 3 metres in height would also be retained. The new landscaping would not only assist in softening the appearance of the new teaching block, but would also enhance the appearance of the re-arranged parking area and generally the front part of the college site. The Council's Arboricultural Officer has advised that the proposed landscaping is acceptable in principle subject to condition (condition 4).

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25. Whilst it is acknowledged that the majority of the dwellings around the site are of traditional domestic design with duo-pitched roofs, the style of the dwellings in the wider locality are varied, ranging from inter- to post-war and modern dwellings to the central reservation along Rydens Way. Interspersed with the dwellings and flats is the large functional flat roof building of the community centre and the wider locality is also characterised by the varied functional buildings of the college and also the adjacent St John the Baptist Secondary School. Given the varied character in the locality and the function of the site as an education establishment it is considered that the proposal would offer a well-designed contemporary addition to the front part of the site. In terms of the scale, design and appearance, the proposed approach is considered acceptable and would offer a positive impact to the character and appearance of the site and surrounding area.
26. The proposal is therefore considered to comply with Policies CS21 and CS24 of the Core Strategy, Policy DM21 of the DM Policies DPD and the NPPF.

Impact on Neighbours:

27. Policy CS21 of the Woking Core Strategy advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook. Policy DM21(iv) and (v) seek to ensure that education proposals do not give rise to adverse impacts on amenity.
28. The closest neighbouring dwellings to the proposal are No. 20 Rydens Way, No. 18 Rydens Way (the caretakers dwelling located within the site) and also the new dwellings to the south of the front boundary of the site (PLAN/2015/1217). In the areas closest to these dwellings, the proposed teaching block has been limited to single storey in height. No. 20 Rydens Way is a single storey dwelling and this dwelling has at least one window on its side elevation facing the proposal site. It is assumed that this window serves a habitable room as it is not known what room it serves. A 25 degree vertical angle is used to assess daylight impacts and given the separation distance to this neighbouring dwelling and as the closest part of the proposal would be single storey, the proposed development would not obstruct the 25 degree vertical angle line. As this relationship would be replicated in relation to No. 18 Rydens Way (although this dwelling is slightly further away) the same result would occur. The proposed teaching block is not therefore considered to result in any adverse impact to daylight to the elevations of these dwellings. In addition given the disposition of the single storey and two storey elements of the proposed teaching block and the configuration of the dwellings and gardens for these two neighbouring properties, it is not considered that it would result in any overbearing impact to the amenities of these closest neighbouring dwellings. In addition the two storey element of the proposed teaching block would be a minimum of 15 metres from the rear garden boundaries of the dwellings to the south and thus the proposed teaching block would not be overbearing to the amenities of these dwellings.
29. With regard to privacy, the first floor (east facing) classroom window would be around 21 metres from the side garden boundary with No. 20 Rydens Way, which exceeds the recommended separation distance guidelines in the SPD Outlook, Amenity, Privacy and Daylight. Over this distance and as this window would be located side on to No. 20 Rydens Way, it is not considered that this window would result in a significant reduction in privacy to the amenities of the occupiers of this dwelling, particularly when utilising their rear garden. The two storey elements of the teaching block would be off-set from No. 18 Rydens Way and therefore no significant reduction in privacy is considered to result to these occupiers.

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30. With regard to the dwellings to the south of the site, the first floor classroom would have a high level window facing south. This window would have a lower cill height of 2.1 metres and thus it would safeguard against views to the south from the users of the classroom, thus protecting the privacy of occupiers of the dwellings to the south of the application site (condition 13). A corner window is also proposed but this is limited in width (the window for the classroom primarily faces west with a small wrap around the corner to provide visual interest). Given the limited width of this part of the window and as this window would be positioned 16 metres from the rear garden boundary of the dwellings located to the south of the application site, it is not considered that this window would result in any significant adverse impact on privacy to the neighbouring occupiers to the south of the site.
31. It is also noted that the proposed site plan includes re-opening of a pedestrian entrance to the college site in the south-eastern corner of the front boundary of the site. This would involve the removal of a small section of wall/fence and hedging to accommodate the new pedestrian entrance. Although this entrance would be adjacent to No. 20 Rydens Way, the creation of the new pedestrian access is not development and could be open any time, notwithstanding that there would be increased pedestrian activity in this area.
32. With regard to noise breakout from the new teaching block a noise impact assessment has been submitted with the application. The noise assessment assumes that the new teaching block would be ventilated via openable windows. The noise assessment identifies that the predicted classroom noise break-out levels outside the nearest noise sensitive properties (Nos. 18 and 20 Rydens Way) are less than the existing ambient noise levels. Therefore the proposal would result in a negligible noise impact and when the classroom windows are closed the sound reduction performance of the building would increase resulting in even lower levels of noise break-out (and thus maintaining a negligible noise impact). It is therefore considered that the proposal would comply with Policy DM7 of the DM Policies DPD. Condition 10 would however restrict the use of sound reproduction equipment which is audible outside the premises.
33. The proposed teaching block would be too distant from any other nearby residential occupiers to result in any adverse impacts. The new car parking area to the rear of the site would be located adjacent to the neighbouring secondary school site, comprising car parking and school buildings. As such the additional car parking would not result in any adverse amenity impacts to this neighbouring site and the additional parking and associated activity in this area is not considered to result in any adverse neighbour impacts.
34. Overall the proposal is considered to have an acceptable impact on the amenities of neighbours in terms of loss of light, overlooking, overbearing and other amenity impacts and accords with Policy CS21 of the Woking Core Strategy, Policies DM7 and DM21 of the DM Policies DPD, SPD Outlook, Amenity, Privacy and Daylight and the NPPF.

Parking Impacts

35. There is an existing vehicular access into the site and this would be retained. The applicant advises that there are currently 187 car parking spaces on the site including disabled bays, 145 cycle bays/stands and 12 moped spaces. The Parking Standards SPD provides maximum standards for non-residential uses and for schools/colleges requires individual assessment.
36. As the proposed teaching block would be positioned on part of the existing front car park, the remainder of the front car park would be re-arranged to make efficient use of the area available and to ensure that space is available for deliveries and refuse collection. One of the existing hard surfaced courts at the rear of the site would be used to provide

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replacement car parking for that lost front the front of the site. With the replacement car parking to the rear of the site a total of 188 car parking spaces would be provided on the site which is a net gain of 1 car parking space. As noted above the proposed teaching block is to provide additional classrooms to alleviate the existing overcrowding for the existing number of students at the site. The proposal is not therefore intended to directly increase the number of students or staff at the site. The maintenance of the existing number of car parking spaces on site is therefore considered to be acceptable. In addition a Travel Plan has been submitted with the application (condition 6).

37. The County Highway Authority has been consulted on the application and subject to a condition relating to the provision of the revised parking provision (condition 5), they have no objection to the application. The proposal is therefore considered to be acceptable in terms of parking provision and would not be prejudicial to highway safety or result in inconvenience to users of the highway. The proposal is therefore considered to comply with Policy CS18 of the Core Strategy, the Parking Standards SPD and the NPPF.

Drainage and flood risk

38. Although the locations for the proposed development are in Flood Zone 1 (low risk), the majority of the front and side of the College site is located in the medium and high surface water drainage risk designations. A Flood Risk Assessment has been submitted with the application.

39. The Council's Drainage and Flood Risk Engineer has been consulted on the application and has recommended approval on drainage and flood risk grounds subject to conditions (conditions 7, 8 and 9) to ensure that the proposal complies with Policy CS9 of the Core Strategy and the NPPF.

Community Infrastructure Levy (CIL):

40. As the proposal relates to a non-residential and non-retail use the CIL rate is £0.

Conclusion – Planning Balance

41. The NPPF sets out that it is the Government's clear expectation that there is a presumption in favour of development and growth except where this would compromise key sustainable development principles and be contrary to local planning policies unless material considerations indicate otherwise.
42. The role of the planning system is to contribute to the achievement of sustainable development. This often involves balancing the economic, social and environmental aspects of a proposal. In addition where a proposal comprises inappropriate development within the Green Belt a balancing exercise is required to establish whether very special circumstances exist that clearly outweigh the substantial harm to be given to the impact on the Green Belt by reason of inappropriateness and any other harm.
43. The proposed development is inappropriate development in the Green Belt, which is by definition harmful. The other harm resulting from the development is the loss of openness to the Green Belt and also the loss of open space to provide the replacement car park The NPPF requires substantial weight to be given to this harm.
44. Very special circumstances will not exist unless the identified harm is clearly outweighed by other considerations. The considerations in favour of the application are as detailed in the very special circumstances section of this report and in summary are:

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- The need for the additional accommodation to alleviate the severe overcrowding.
- The proposed new teaching block can be provided on the site without impacting on existing buildings and teaching space whilst the new block is constructed.
- The new teaching block would be located as close as possible to the existing urban area.
- The College would also be willing to accept a planning condition preventing the implementation of planning permission PLAN/2019/0416 as the current proposal is the preferred alternative to this earlier proposal by the applicant.

45. The NPPF and Ministerial Statement also state that great weight should be given to the need for new development for schools. It is therefore considered that when taken together these factors would represent very special circumstances which are considered to outweigh the substantial weight to be given to the harm to the Green Belt and the other harm resulting from the proposal.

46. Other than the conflict with Policies CS6 and CS17 of the Woking Core Strategy and Policy DM13 of the DM Policies DPD, which are addressed by the very special circumstances, the proposed development is considered to comply with the other relevant Core Strategy policies, the relevant policies in the DM Policies DPD, the relevant SPD's and the NPPF. In light of the very special circumstances which exist in this case, it is considered that a recommendation of approval subject to conditions is justified in this case.

BACKGROUND PAPERS

1. Planning file PLAN/2020/0034

RECOMMENDATION

PERMIT subject to the following conditions:

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

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

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

Site Location Plan (L.001) received on 13.01.2020
Proposed Campus Plan (P.101) received on 13.01.2020
Proposed Site Block Plan (P.102) received on 13.01.2020
Proposed Replacement Parking Plan (P.103) received on 13.01.2020
Proposed Site Block Plan with ground floor (P.104) received on 13.01.2020
Proposed Site Block Plan with first floor (P.105) received on 13.01.2020
Proposed Roof Plan (P.012) received on 13.01.2020
Proposed Ground Floor Plan (P.110) received on 13.01.2020
Proposed First Floor Plan (P.111) received on 13.01.2020
Proposed Elevations (P.120) received on 13.01.2020

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

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3. Prior to the application/installation of any external facing materials to the teaching block hereby permitted samples and a written specification of the materials to be used in the external elevations shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority

Reason: To protect the visual amenities of the area in accordance with Policies CS6 and CS21 of the Woking Core Strategy 2012 and Policy DM13 of the DM Policies DPD 2016.

4. No above ground development associated with the development hereby permitted shall commence until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority which specifies species, planting sizes, spaces and numbers of trees/shrubs and hedges to be planted and full details of the proposed tree pits. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality and to comply with Policies CS6, CS21 and CS24 of the Woking Core Strategy 2012 and the NPPF.

5. The development hereby approved shall not be occupied until space has been laid out within the site in accordance with the approved plans to provide the approved parking spaces for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning areas shall be used and retained exclusively for its designated purpose.

Reason: To ensure the development does not prejudice highway safety nor cause inconvenience to other highway users and to provide adequate parking in accordance with Policy CS18 of the Woking Core Strategy 2012 and the NPPF.

6. On the first occupation of the development hereby permitted the Travel Plan submitted with the application shall be implemented and thereafter maintained and developed for the lifetime of the development unless otherwise approved in writing by the Local Planning Authority.

Reason: To reduce the reliance on the private car and to encourage the use of sustainable transport modes in accordance with Policy CS18 of the Woking Core Strategy 2012 and the NPPF.

7. All development shall be constructed in accordance with the submitted and approved Flood Risk Assessment & Drainage Strategy Report (dated December) as submitted with the application.

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

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8. The development hereby approved 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 maintained in accordance with the approved details in perpetuity. 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 continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the NPPF.

9. The development hereby approved shall not be first occupied until 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), has been 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 to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the NPPF.

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

Reason: To protect the environment and amenities of the occupants of neighbouring properties and to comply with Policy CS21 of the Woking Core Strategy and the NPPF.

11. The development hereby permitted shall not be implemented in addition to or in association with the development permitted under planning permission PLAN/2019/0416 granted on 18.07.2019.

Reason: Planning permission is granted on the basis of very special circumstances including the need for the additional teaching/classroom facilities and this proposal is intended as an alternative scheme to that granted planning permission under reference PLAN/2019/0416.

12. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order(s) revoking or re-enacting these Order(s) with or without modification(s)) the teaching block hereby approved shall only be used for purposes as a school/college/non-residential education

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facility and for no other purpose(s) within Class D1 whatsoever without the prior express permission of the Local Planning Authority.

Reason: Planning permission is granted on the basis of very special circumstances including the need for the additional teaching/classroom facilities.

13. The first floor high level classroom window in the south elevation of the teaching block hereby approved shall be installed as a high level window in accordance with the details on the approved plans and its lower cill height shall be at least 1.7 metres above the internal floor level of the room in which the window is installed. Once installed the window shall be permanently retained in that condition unless otherwise approved in writing by the Local Planning Authority.

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

14. The first floor corner classroom window facing south shall not be implemented except in accordance with the details shown on approved plans: first floor plan (P.111) and elevations plan (P.120). Once installed the window shall not be altered in any way including in terms of its size without the prior express permission in writing of the Local Planning Authority.

Reason: To safeguard the amenities of the occupants of neighbouring properties and to comply with Policy CS21 of the Woking Core Strategy and the NPPF.

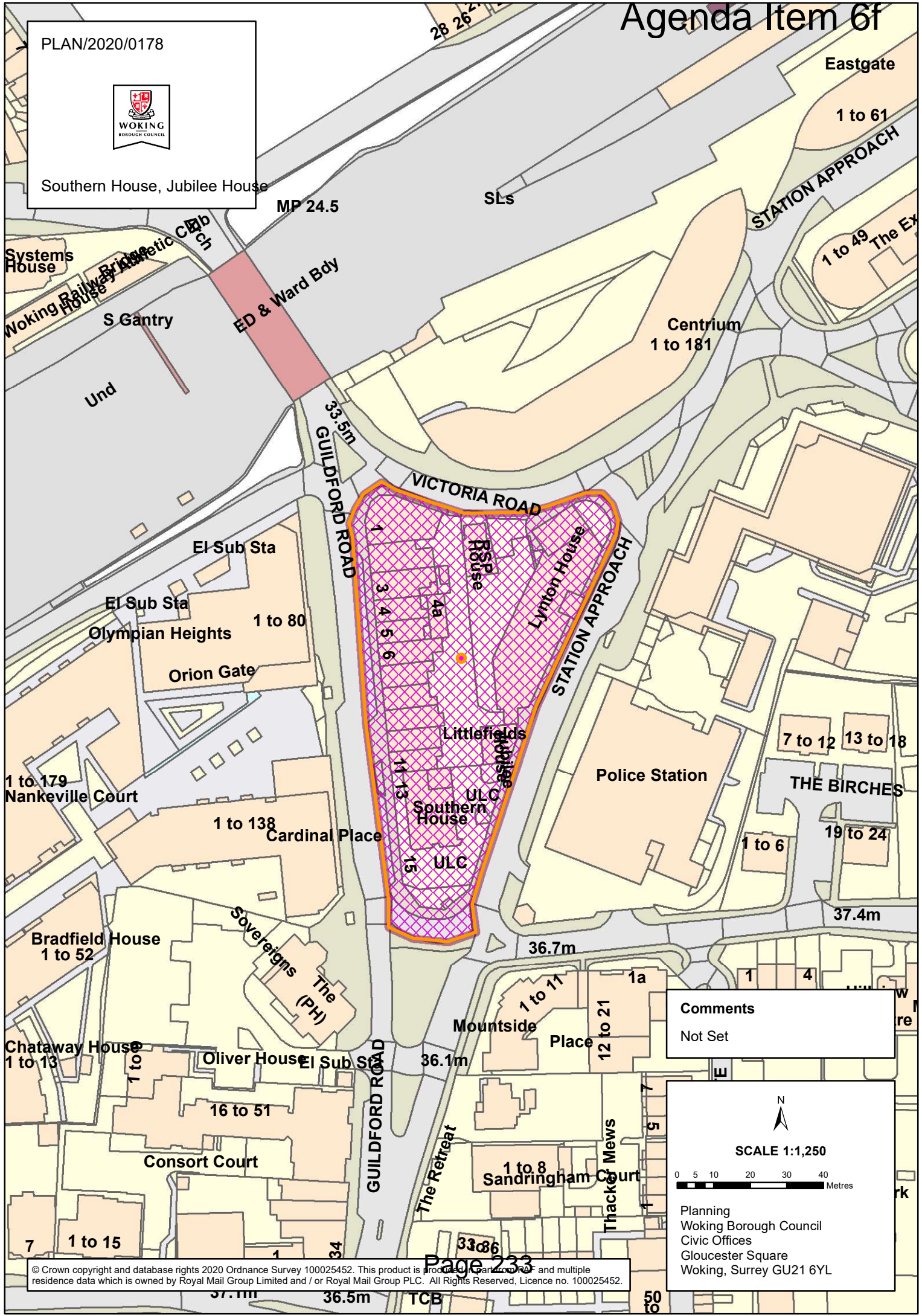
Informatives

1. In respect of condition 4 the applicant is advised that although the landscaping scheme is only required to be submitted for approval prior to any above ground development, it should be submitted to the LPA in good time to ensure that the requirement for tree pits to be provided for the new tree planting can be provided on site at the appropriate time during construction otherwise further works may be required to ensure the tree pits are provided.
2. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2019.
3. 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.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.

PLAN/2020/0178



Southern House, Jubilee House



Comments
Not Set

N

SCALE 1:1,250

0 5 10 20 30 40 Metres

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

Southern House & Jubilee House, Guildford Road & Station Approach, Woking

PLAN/2020/0178

Prior Approval for the demolition of Southern House and Jubilee House.



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PLAN/2020/0178

WARD: MH

LOCATION: Southern House & Jubilee House, Guildford Road & Station Approach, Woking, Surrey, GU22 7RD

PROPOSAL: Prior Approval for the demolition of Southern House and Jubilee House.

APPLICANT: Woking Borough Council **CASE OFFICER:** Tanveer Rahman

REASON FOR REFERRAL TO COMMITTEE

Woking Borough Council is the applicant. The application therefore falls outside of the scheme of delegated powers.

RECOMMENDATION

Prior Approval not required.

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Shopping Parade
- Major Highway Improvement Scheme
- Thames Basin Heaths SPA Zone B (400m-5km)

SITE DESCRIPTION

The application site relates to Southern House and Jubilee House which are two of the buildings in the triangular island known as 'Evans Triangle'. Evans Triangle slopes up from west to east and is bounded by Guildford Road to the west, Station Approach to the east and Victoria Road to the north. To the west of the site is the New Central development, to the east is Woking Police Station & HM Coroner's Court and to the north is the Centrium building.

Southern House contains a play centre at ground floor level, a carpark (including some undercroft parking) above the play centre and three floors of office space above the undercroft parking. Jubilee House is a 3-storey office building with a basement carpark.

To the north of Southern House are 1-11 Guildford Road which are locally listed 2-3 storey terraced properties with retail at ground floor level and residential/office space above. To the north of Jubilee House is Lynton House which is a 4-storey office building that has undercroft parking at ground floor level and basement level parking.

PLANNING HISTORY

Southern House

PLAN/2017/0508: Flexible use of three ground floor units at 13-15 Guildford Road (beneath Southern House) either in whole or in part for either Class A1, A2, A4, B1 or D2 use - Permitted 28.07.2017.

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PLAN/2016/0694: Flexible use of three ground floor units at 13-15 Guildford Road (beneath Southern House) either in whole or in part for either Class A1, A2, A4 or B1 use - Permitted 29.09.2016.

83/0760: SHOP FRONT - Permitted 01.08.1983.

31765 : SHOPFRONTS - Permitted 01.07. 1973.

28830: NEW SHOPFRONT NEW SHOPFRONT - Permitted 01.03.72.

26998: SHPS 3FLS OFFS OUTLINE - Permitted 01.05. 1971.

28235: FACING BRICKS - Permitted 01.11. 1971.

26410: THREE-STOREY BUILDING VARIOUS - OUTLINE - Refused 01.01.1971

19436: S43 USE AS SUPERMARKET - Withdrawn 01.06.1965.

15151: NEW SHWRM FRONTAGE - Permitted 01.03.1962.

7821: ERECTION OF DIESEL OIL PUMP - Refused 20.01.1955.

5020: S17 USE AS SHOP - Withdrawn 01.10. 1951.

5118: SECTION 17 APPLICATION. ALTERATIONS TO SHOP FRONT - Details not required 20.12. 1951.

5119: ALTERATIONS TO SHOP FRONT - Details not required 20.12.1951.

Jubilee House

77/0391: ERECTION OF A 3/4 STOREY OFFICE BUILDING (VARIATION OF CONDITION 3 OF 75/1344 AND CONDITION 6 OF 76/1217 REFERENCE OCCUPANCY) - Permitted 26.04.1977.

76/0216: ERECTION OFFICE BUILDING ON 2 FLOORS WITH CAR PARKING UNDER (DETAILS FACING BRICKS) - Permitted 30.03.1976.

75/1528: ERECTION OFFICE BUILDING ON 2 FLOORS WITH CAR PARKING UNDER (AMENDED PLANS) - Permitted 06.01.1976.

75/1344: ERECTION OFFICE BUILDING - Permitted 01.12.1975.

75/0868: FULL-DETACHED ERECTION OFFICE - Permitted 01.08.1975.

32450: ERECTION OFFICE BUILDING CAR-PARK OUTLINE - Permitted 01.12.1973.

31956: TWO-STOREY OFFICE BUILDING CAR-PARK OUTLINE - Refused 01.09.1973.

13982: RETENTION OF BUILDINGS & ITS CONTINUED USE AS A FURNITURE STORE P/C EXPIRES 31.03.61 (9875) PC TO 31.03.65 - Permitted 23.03.1961.

6958: USE OF A HUT AS A WORKSHOP FOR THE REPAIR OF FURNITURE - Refused 21.01.1954

SUMMARY OF PROPOSED DEVELOPMENT

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

The application was received on 20th February 2020 and the Local Planning Authority (LPA) has 28 days in which to make a decision as to whether the prior approval of the authority will be required as to the method of demolition and any proposed restoration of the site. If the LPA fails to make a determination within the 28 day period then the applicant will be entitled to proceed with the demolition.

CONSULTATIONS

No consultations are required for this type of application. However, in order to be thorough the following consultations were made in any case:

County Highway Authority (SCC): No objection

Council Senior Environmental Health Officer: No objection.

Surrey Wildlife Trust: No response received at the time of writing. The Committee will be updated verbally with any future response.

NEIGHBOUR REPRESENTATIONS

The LPA is not required to notify neighbours as part of this type of application. However, it does require the developer to display a site notice for a minimum period of 21 days of the 28 days beginning with the date on which the application was submitted to the LPA.

PLANNING ISSUES

1. Under the provisions of Class B (demolition of buildings), Part 11, Article 3, Schedule 2 of *The Town and Country Planning (General Permitted Development) (England) Order 2015* (as amended), the LPA has 28 days to determine as to whether prior approval will be required for (1) the method of demolition and (2) any proposed restoration of the site. Under Class B these are the only two matters which can be considered. No other planning considerations such as the principle of demolition or impact on parking provision can be undertaken. The applicant is only required to submit a written description of the proposed demolition works and confirmation that a notice has been displayed at the site. There is no requirement for the LPA to undertake any public consultation.
2. The agent has submitted a statement confirming that a site notice has been displayed. A Structural Report and Demolition Specification for both buildings have also been submitted detailing their existing structure, how they would be demolished and how the sites would be restored.
3. The statement for Southern House states that no structural drawings of the building could be located. It therefore states that the main building appears to be a reinforced concrete (RC) structure. The upper floors appear to be of a flat slab construction, supported by a grid of closely spaced RC perimeter columns, two internal RC shear walls and a RC stair/lift core. Columns below level 1 continue to foundation level. The two shear walls and stair/lift core extend below ground level to the underside of the

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roof. The upper floors are generally fitted out as open plan office with some lightweight partition and all areas have suspended ceilings. External elevations are largely clad in storey height glazing panels. Textured precast cladding panels were observed along the slab edges. Glazing mullions are assumed to be slender concrete or steel.

4. The statement states that given the height of the reinforced concrete block and the proximity of adjacent structures and Station Approach the most effective method of demolition will need to be made by demolition specialists. However, it outlines two potential methods. The first involves an internal soft strip followed by a strip out of the elevations to leave the RC frame elements. The second involves the removal of upper floors and roof slabs by small demolition machinery sited on floors, one storey at a time. The statement goes on to state that the removal of lower ground walls would largely dependant on the timing of proposed highway works to Station Approach and the retaining wall along Station Approach would need to remain while the road is in use.
5. The statement states that between demolition and redevelopment of the wider triangle the site would be bound by timber hoarding, cleared areas finished to 150mm demolition rubble or imported granular material to protect subsoils and provide a temporary working surface and elements of existing basement and ground floor structures retained temporarily to support adjacent road/footways and services and then demolished during further demolition phases.
6. The statement for Jubilee House states that the main building is a steel framed structure. It states that the upper floors appear to consist of precast concrete slabs, supported by load-bearing cavity walls. The building has a single concrete stair core along its front (east) elevation. The upper floors are generally fitted out as open plan office with some lightweight partition and all areas have suspended ceilings. The elevations are clad in cavity masonry wall, glazing panels and lightweight cladding sheeting. Concrete encased columns and encased steel beams support the floors of office space. A lean-to structure connects the building to Lynton House to the north.
7. The statement states that given the proximity of adjacent structures and the highway the demolition of upper levels and lower ground walls may be problematic and the most effective method of demolition will need to be decided by demolition specialists. However, it outlines two potential methods. The first involves stripping the interior then stripping the elevations to leave the main structural frames and then removal of each floor starting with the concrete slabs, then the steel frame and then the potentially load-bearing external walls. The stair core would also need to be demolished floor by floor as it appears to support the concrete floors. The statement goes on to state that the removal of lower ground walls would largely depend on the timing of proposed highway works to Station Approach and that the retaining wall along Station Approach would need to remain while the road is in use.
8. The statement states that in the period between the demolition and redevelopment of the wider triangle the site would be bound by timber hoarding, cleared areas finished to 150mm demolition rubble or imported granular material to protect subsoils and provide a temporary working surface and elements of existing basement and ground floor structures retained temporarily to support adjacent road/footways and services and then demolished during further demolition phases.
9. A further e-mail was received from the agent stating that the “small demolition machinery” mentioned in the above statements could include small tracked excavators, dozers or tracked demolition machinery/robots. The e-mail also states that

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no treatments are proposed to the external walls of neighbouring properties which would become exposed as a result of the demolition

10. It is noted that the submitted statements makes a number of assumptions about the structures of the existing buildings and is not definite about the exact methodologies for their demolition. However, overall the submitted details relating to the method of demolition and the restoration of the site are considered acceptable and the submission of further details is not required. Prior Approval is not therefore considered to be required.

OTHER MATTERS

11. The impact of noise emission, dust emission and working hours would be covered by Environmental Health legislation. In the event of asbestos being present then its removal would be covered by the Control of Asbestos Regulations 2012.
12. The Preliminary Ecological Appraisal submitted with this application states that both buildings "*contain negligible potential to support roosting bats*". It adds that "*it is recommended that a contractor is appointed to develop a strategy to ensure the buildings are free and stay free of nesting birds such as feral pigeons and gulls*".

CONCLUSION

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

RECOMMENDATION

Prior approval not required.

Informatives

1. The documents considered as part of this application are listed below:
 - Agent's covering letter Ref: SCC1001 (received by the LPA on 20.02.2020)
 - 1:200 block plan Drwg no. 001 (received by the LPA on 04.03.2020)
 - Copy of the agent's site notice (received by the LPA on 20.02.2020)
 - STRUCTURAL REPORT DEMOLITION PHASE SOUTHERN HOUSE (received by the LPA on 20.02.2020)
 - STRUCTURAL REPORT DEMOLITION PHASE JUBILEE HOUSE (received by the LPA on 20.02.2020)
 - Preliminary ecological appraisal (received by the LPA on 20.02.2020)
 - Agent's e-mail re: demolition machinery (received by the LPA on 03.03.2020)

Reason:

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

2. The applicant is advised that under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours:-

8.00 a.m. - 6.00 p.m. Monday to Friday

8.00 a.m. - 1.00 p.m. Saturday

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and not at all on Sundays and Bank Holidays.

3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. The developer is advised that the County Highway Authority's consultation response advised that they would like the opportunity to review a Demolition Transport Management Plan once the confirmed contractor has been appointed.
5. The developer is advise that according to the Council's records the site may be at risk of contamination and that any demolition would need to mitigate against any spread of contamination and harm to human health.

PLAN/2020/0049



Walnut Cottage, Horsell Rise Close



Comments
Not Set

N

SCALE 1:1,250

0 5 10 20 30 40 Metres

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

Walnut Cottage, Horsell Rise Close, Horsell, Woking

PLAN/2020/0049

Erection of a 3-bedroom replacement dwelling.



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6g **PLAN/2020/0049** **WARD: HO**

LOCATION: **Walnut Cottage, Horsell Rise Close, Horsell, Woking, Surrey, GU21 4BB**

PROPOSAL: **Erection of a replacement dwelling.**

TYPE: **Full**

APPLICANT: **Mrs H Lodge** **CASE OFFICER: Tanveer Rahman**

REASON FOR REFERRAL TO COMMITTEE

The proposal involves the replacement of an existing dwelling 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
- Tree Preservation Order
- Thames Basin Heaths SPA Zone B (400m-5km)

SITE DESCRIPTION

Walnut Cottage is a detached pitched roof bungalow with a double garage attached to its side (north) elevation and a conservatory attached to its side (south) elevation. Its garden wraps around its rear, side (south) and part of its front elevation. It is set back from the street by a front garden and driveway. The site slopes up from the street and there are trees at the front of the site which are covered by TPOs.

PLANNING HISTORY

TREE/2000/814: Lopping and pruning of 2 trees in front garden. Works subject to Tree Preservation Order 626/63 - Permitted 20.07.2000.

78/1706: ERECTION DETACHED HOUSE GARAGE - Refused 01.01.1979.

78/1185: ERECTION DETACHED HOUSE GARAGE - Permitted 01.11.1978.

78/0895: ERECTION OF DETACHED HOUSE AND GARAGE - Refused 01.08.1978.

78/0039: DETACHED DWELLING GARAGE - Withdrawn 01.06.1978.

75/1195: GARAGE - Permitted 01.10.1975.

18060: DETACHED BUNGALOW AND GARAGE - Permitted 01.06.1964.

17005: BUNGALOW AND GARAGE OUTLINE - Permitted 01.08.1963.

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16383: DETACHED BUNGALOW AND GARAGE - Permitted 01.03.1963.

15984: ERECTION DH GARAGE OUTLINE - Permitted 01.11.1962.

13413: 2 DWELLINGS - Refused 01.10.1960.

PROPOSED DEVELOPMENT

The application proposes to demolish the existing bungalow and erect a replacement 3-bedroom hipped roof bungalow with a garage attached to its side (north east) elevation. The application proposes to enlarge the existing driveway and construct a patio around the rear and side (south) of the proposed dwelling. The dwelling would have a maximum 23.07m width, 14.44m depth, 2.25m eaves height, 7.65m ridge height and its footprint would be 232.60sqm. The submitted application form states that the dwelling would have an exterior materials palette of brick, grey framed windows and doors and plain roof tiles.

SUMMARY INFORMATION

Site area	0.1082ha
Existing units	1 unit
Proposed units	1 unit
Existing site density	9.4. dwellings/hectare
Proposed site density	9.4. dwellings/hectare

CONSULTATIONS

Council Senior Arboricultural Officer: No objection subject to condition.

County Highway Authority (SCC): No objection.

NEIGHBOUR REPRESENTATIONS

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

- An objector stated that they would object to the dwelling becoming two-storey in the future as it could create overlooking issues. (*Case Officer's note: this application can only be assessed on its own merits and in any case a proposal for an additional storey to a dwelling currently requires planning permission.*)
- The two rear roof lights would create overlooking issues.
- The rear boundary hedging should be retained to maintain privacy.
- Building works should not damage an objector's tree.
- Raising of the existing ridge line would make it easy for the loft to be converted in the future. It should therefore be lowered.

The material planning considerations raised will be addressed in the 'Planning Issues' section.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (2019):

Section 5 - Delivering a sufficient supply of homes

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

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Section 12 - Achieving well-designed places

Section 15 - Conserving and enhancing the natural environment

Woking Core Strategy (2012):

CS1 - A Spatial Strategy for Woking

CS10 - Housing provision and distribution

CS11 - Housing mix

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

Supplementary Planning Documents

Woking Design SPD (2015)

Outlook, Amenity, Privacy and Daylight (2008)

Parking Standards (2018)

Climate Change (2013)

PLANNING ISSUES

The main issues to consider in determining this application are impact on character, trees, neighbouring amenity, quality of accommodation and private amenity space, car parking provision and highway safety, refuse and recycling and sustainability 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 buildings "*with their own distinct identity, they should respect and make a positive contribution to the street scene and character of the area in which they are situated, paying regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land*".
2. The existing dwelling has an overall width of 22.0m, although the main pitched roof element has a 13.9m width. It has an overall depth of 9.5m, although the main pitched roof element has an 8.0m depth. The pitched roof element has a height of 6.35m and the dwelling's existing footprint is 173.6sqm. The replacement bungalow would therefore result in an overall maximum increase of 1.07m in width, 5.96m in depth and 1.3m in ridge height; as well as a 59sqm increase in footprint. While the proposed dwelling would be larger it would still maintain a set back from the street, a generous separation distance to the boundary with Ormlie to the south and a large amount of amenity space. While the highest part of the main roof would be 1.3m higher than that of the existing dwelling it is noted that this would only represent a 1.3m section of the main roof and a 4.65m width of the main roof would be just 0.6m higher than the existing while a 6.15m width would be 0.65m lower than the existing.
3. The proposed external materials would differ from the existing material palette of red brick, white framed doors and windows and brown roof tiles. However, it is noted that

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there are a variety of material finishes on properties along Horsell Rise Close. Therefore subject to a condition requiring details of these materials it is considered that they would not necessarily be out of keeping with the street scene.

4. For these reasons it is considered that on balance the proposal would have an acceptable impact on character subject to conditions.

Impact on trees

5. There are a number of trees within and close to the application site. A tree report was submitted with the application which states that six trees on site will be removed and one replacement tree will be planted. It also specifies how all remaining trees will be protected during construction. The Council's Senior Arboricultural Officer has raised no objection to the report subject to condition.
6. It is therefore considered that the proposal would have an acceptable impact on trees subject to condition.

Impact on neighbouring amenity

7. Policy CS21 of the *Woking Core Strategy (2012)* advises that proposals for new development should achieve "a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook".
8. The two rear roof lights would be 16.0 -19.0m from the rear boundary with Fair Oaks and 12.0m - 19.0m to the splayed boundary with Richmond House to the side. These exceed guidelines for maintaining privacy contained in *Outlook, Amenity, Privacy and Daylight (2008)*. Furthermore, it is noted that the site is lower than Richmond House which would further reduce any potential overlooking impacts towards it. For these reasons it is considered that the roof lights would not create overlooking issues towards neighbouring properties if they could be looked out of.
9. In any case, based on the submitted drawings the proposed loft space is not intended for habitable accommodation and it appears as though the undersides of the roof lights to the floor level of the loft space would far exceed 1.7m so it appears as though they could not be looked out of anyway.
10. Given the scale, form, massing and location of the proposal it is considered that it would not unacceptably impact daylight levels or to appear unacceptably overbearing towards neighbouring properties.

Quality of accommodation and private amenity space

11. The proposed dwelling is considered to achieve an acceptable size and standard of accommodation with acceptable quality of outlook from habitable rooms.
12. *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.
13. The proposed development is therefore considered to be acceptable in terms of quality of accommodation and private amenity space.

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Impact on parking provision & highway safety

14. Woking Council's SPD *Parking Standards* (2018) recommends that three bedroom dwellings should have a minimum parking provision for two cars. It is considered that the proposed development would have space to park at least two cars.
15. Furthermore, the County Highway Authority (SCC) has raised no objection.
16. It is therefore considered that the proposal would have an acceptable impact on parking provision and highway safety.

Impact on waste and recycling

17. It is considered that the proposed layout would enable the provision of acceptable waste and recycling storage and collection.

Sustainability

18. 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 *Woking Core Strategy* (2012), 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).
19. It is considered that details of compliance with these requirements can be secured via condition.

Local finance consideration

20. The proposal would lead to a gross internal area of 205sqm outside of the designated town centre. As the existing dwelling which is proposed to be demolished has a gross internal area of 160qm a contribution to the Community Infrastructure Levy (CIL) will be liable on the 45sqm net additional floorspace. It will therefore be liable to a contribution to the Community Infrastructure Levy (CIL) of **£7,225.96** according to the current financial year's price index.
21. It is noted that a CIL self-exemption form has been submitted with the application. All qualifying criteria of Section 54 of the CIL Regulations (as amended) must be met to benefit from this exemption.

CONCLUSION

Overall, proposal would have an acceptable impact on character, trees, neighbouring amenity, quality of accommodation, private amenity space, car parking provision and highway safety, refuse and recycling and sustainability having regard to the relevant policies of the Development Plan. The proposal therefore accords with Sections 5, 9, 11, 12, 13 and 15 of the *National Planning Policy Framework* (2019), Policies CS1, CS10, CS11, CS18, CS21, CS22, CS24 and CS25 of the *Woking Core Strategy* (2012), Policy DM2 of the *Development Management Policies DPD* (2016), *Woking Design SPD* (2015), *Outlook, Amenity, Privacy and Daylight* (2008), *Parking Standards* (2018) and *Climate Change* (2013).

BACKGROUND PAPERS

Site visit photographs (10.02.2020)

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 must 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 must be carried out in accordance with the approved drawings listed below:
 - 1:1250 location plan and 1:200 proposed block plan Drwg no. HA/2063/4 (received by the LPA on 16.01.2020)
 - 1:200 proposed block plan Drwg no. HA/2063/5 (received by the LPA on 16.01.2020)
 - 1:50 proposed ground floor plan and 1:100 proposed roof plan Drwg no. HA/2063/2 (received by the LPA on 16.01.2020)
 - 1:100 proposed elevations Drwg no. HA/2063/1 (received by the LPA on 16.01.2020)

Reason:

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

3. Above ground development associated with the development hereby permitted must not commence until details of the materials to be used in the external elevations have been 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 (2019) and Policy CS21 of the *Woking Core Strategy* (2012).

4. Above ground works must 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. The works shall be carried out in accordance with the approved details and completed before the first occupation of the development.

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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).

5. Above ground development associated with the development hereby permitted must 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, as a minimum, the optional requirement set through the Building Regulations 2010 (as amended) for water efficiency that requires indoor wholesome water consumption of no more than 105 litres per person per day; and not less than a 19% improvement in the dwelling emission rate 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.

6. Protective measures must be carried out in strict accordance with the arboricultural information Ref: CC/2208 AR4161 (received by the LPA on 20.01.2020) including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason:

To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

7. The replacement tree as specified in the arboricultural information Ref: CC/2208 AR4161 (received by the LPA on 20.01.2020) shall be planted at the front of the property in the first planting season (November-March) following the felling of the trees hereby permitted to be removed. The replacement tree shall be maintained for a period of five years; such maintenance shall include the replacement of the tree should it die.

Reason:

To maintain continuity of tree cover and compensate for the loss of amenity.

8. Notwithstanding the provisions of Article 3 of *The Town and Country Planning (General Permitted Development) Order 2015* (as amended) (or any order revoking and re-enacting that Order with or without modification) no window, dormer window, roof light, door or other additional openings other than those expressly authorised by this permission shall be formed (at first floor level or above in the north, south and east elevations (including the roof)) without planning permission being first obtained from the Local Planning Authority.

Reason:

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

9. 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 or other alteration permitted by Class A, B, and C 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.

Informatives

1. Proactive Working:

The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the NPPF (2019). The application was considered acceptable upon receipt.

2. You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.

SECTION C

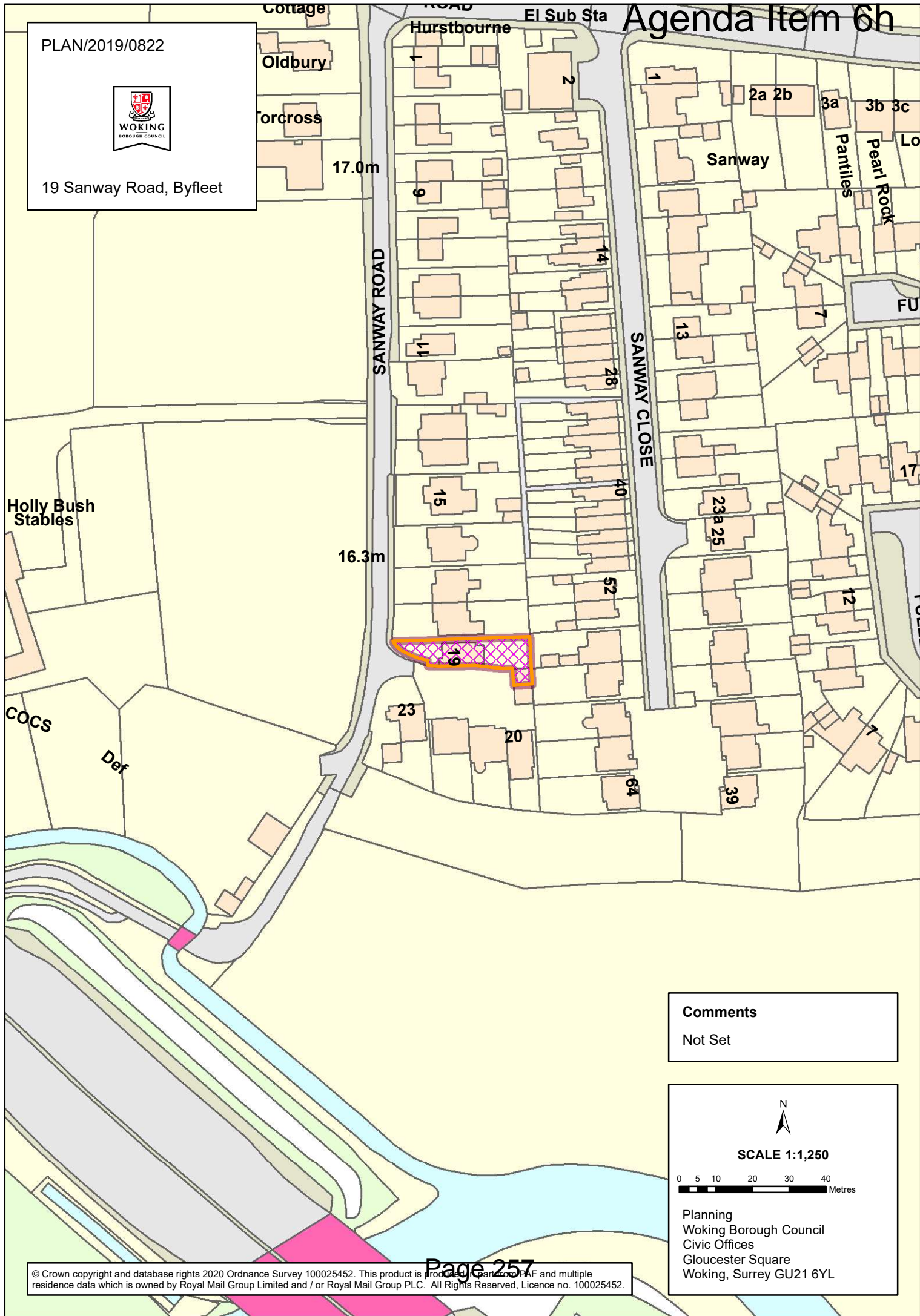
**APPLICATION REPORTS NOT TO BE
PRESENTED BY OFFICERS UNLESS REQUESTED
BY A MEMBER OF THE COMMITTEE**

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

PLAN/2019/0822



19 Sanway Road, Byfleet



Comments
Not Set

N
SCALE 1:1,250
0 5 10 20 30 40 Metres

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

19 Sanway Road, Byfleet, West Byfleet, Surrey

PLAN/2019/0822

Proposed change of use from a garage to habitable room (for family use) office space, games room (table tennis) recreational summer house, extra TV room.



17 MARCH 2020 PLANNING COMMITTEE

6h PLAN/2019/0822

WARD: BWB

LOCATION: 19 Sanway Road, Byfleet, West Byfleet, Surrey, KT14 7SF

PROPOSAL: Proposed change of use from a garage to habitable room (for family use) office space, games room (table tennis) recreational summer house, extra TV room (Retrospective).

APPLICANT: Ms Geraldine Milward

OFFICER: Barry Curran

REASON FOR REFERRAL TO COMMITTEE

The decision on whether to take enforcement action falls outside the scope of delegated powers.

SUMMARY OF PROPOSED DEVELOPMENT

The application seeks to retain a change of use of the garage for habitable use.

PLANNING STATUS

- Urban Area
- Flood Zone 3
- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

That planning permission be REFUSED and authorise formal enforcement proceedings.

SITE DESCRIPTION

The application site is located on the eastern side of Sanway Road, a residential cul-de-sac consists of 23 detached and semi-detached chalet style and two storey dwellings within Flood Zone 3. A linked detached garage is located to the rear of the application site approximately 15 metres away from the dwellinghouse off a shared parking area and adjoined on its southern elevation. The rear amenity space is enclosed by 2 metre high close timber board fencing with a separate side gate providing access to this space.

PLANNING HISTORY

86/0366 - ERECTION OF 8 DETACHED BUNGALOWS AND GARAGES – Refused 22.07.1986 and Allowed on Appeal

87/0437 - AMENDMENTS TO THE PREVIOUS LAYOUT WHICH WAS ALLOWED ON APPEAL (REF 86/0366) – Permitted 04.08.87

PROPOSED DEVELOPMENT

Retrospective planning consent is sought to retain the change of use of the linked/detached garage to habitable space.

CONSULTATIONS

None

REPRESENTATIONS

None received

RELEVANT PLANNING POLICIES

National Planning Policy Framework 2019

Section 2 - Achieving sustainable development

Section 9 – Promoting sustainable transport

Section 12 - Achieving well-designed places

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

Core Strategy Document 2012

CS1 - A Spatial Strategy for Woking

CS8 - Thames Basin Heaths Special Protection Area

CS9 – Flooding and water management

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

DM9 – Flats above Shops and Ancillary Accommodation

DM10 – Development on Garden Land

Supplementary Planning Guidance

Supplementary Planning Document 'Parking Standards' 2018

Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008

Supplementary Planning Document 'Design' 2015

Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015

PLANNING ISSUES

1. The planning issues that need to be addressed in the determination of this application are; principle of development, whether retention of the accommodation would be detrimental to the character of the area, whether the development causes material harm to the amenities of neighbours, whether the development would include acceptable layout for potential occupiers, highways and parking implications, impact on the Thames Basin Heaths Special Protection Area (TBH SPA) and local finance considerations.

Principal of Development

2. The existing garage has been converted into habitable space with an independent kitchenette unit, bathroom including shower and toilet and in total covers an internal floor area of approximately 19 sq.m. Given the siting and internal floor area of the accommodation space, it is considered that, as a freestanding unit, it would be difficult to demonstrate that it would be genuinely ancillary to the occupation of the main dwellinghouse.
3. Policy DM9 of the Development Management Policies DPD 2016 states that:

“Ancillary residential extensions, including ‘granny annexes’ and staff accommodation, designed in accordance with Core Strategy policy CS21 and the Council’s Design SPD, will be permitted provided they share a common access with the main dwelling and are physically incorporated within it, and are designed in such a way that renders them incapable of being occupied separately from the main dwelling. Freestanding units that can demonstrate they are genuinely ancillary to the occupation of the main house will be considered in light of the character and amenities of the area and may be subject to conditions restricting their occupancy. Separate, freestanding, independent accommodation will be treated in the same way as a proposal for a new dwelling.”

4. The wording *“freestanding units that can demonstrate they are genuinely ancillary to the occupation of the main house will be considered in light of the character and amenities of the area and may be subject to conditions restricting their occupancy”* within Policy DM9 of the Development Management Policies DPD 2016 is considered to be relevant in this instance. A ‘freestanding unit’ could be a smaller (than that subject to this application) building within the residential curtilage which contains habitable accommodation although does not contain all the requirements for separate freestanding accommodation. Given that the development includes an internal floor area of approximately 19 sq.m, together with the provision of a living room/kitchen/bedroom with separate toilet and shower provisions, in this instance it is considered that the current space represents separate, freestanding, independent accommodation. The internal facilities include running water, kitchen sink, fridge, washing machine along with grill/hob which points towards an independent living space and should, therefore, be treated in the same way as a proposal for a new dwelling as outlined by Policy DM9.
5. It is noted that this space represents a modest living space and falls short of the ‘Technical housing standards - nationally described space standard (2015) for a 1 bed, 1 person dwelling. However, since the introduction of Prior Approval Change of Use from Office to Residential (Class O Schedule 2 Part 3 of the General Permitted Development Order 2015 (as amended) 2015), it is apparent that a number of residential unit are commonly below the minimum standard as set out by the Department for Communities and Local Government and are still utilised and counted as independent dwellings.
6. The detached nature of the garage along with its separation and fact that it does not have to interact physically with the existing dwelling on site, with access to the garage gained through a gateway in the boundary fencing down along the southern side of the plot and not through it, indicates that the

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structure would be separate with no physically incorporated within the building therefore it would have no reliance on it.

7. It should be noted that separate, self-contained living accommodation (as per the application) would be incapable of being constructed by virtue of Article 3, Schedule 2, Part 1, Class E of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) as Class E requires a *“purpose incidental to the enjoyment of the dwellinghouse”*; separate, self-contained living accommodation is not considered incidental. Considering the paragraph above, there is, therefore, not considered to be a ‘fall-back’ position in this instance.
8. As such, the unauthorised development is not considered to constitute an ancillary annex and has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and it has not been demonstrated that the garage would be genuinely ancillary to the occupation of the main dwelling considering the level of facilities available within this space including kitchenette with plumbed sink, fridge and separate toilet and shower room. The development is, therefore, contrary to Policy DM9 of the Development Management Policies DPD 2016 and will be assessed against National and Local Policies as a new detached dwellinghouse in the rear amenity space of 19 Sanway Road.

Impact on Character

9. Section 12 of the National Planning Policy Framework 2019 states that development should be *“sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change”*. Policy CS21 of the Woking Core Strategy 2012 echoes this provision and notes that new developments *“should respect and make a positive contribution to the street scene and the character of the area in which they are situated”*.
10. The ‘garage’ (building subject of the application) forms part of a pair of single storey linked garages sited off a communal parking/turning area with dwellings at 20-23 Sanway Road fronting onto. Sited approximately 15 metres from the dwellinghouse at 19 Sanway Road, the existing garage is located towards the terminus of the rear amenity space with a separate doorway providing access to the garage from this space. This separation coupled with its detached nature means that the garage does not share a common access with, nor is physically incorporated within, the main dwelling. Additionally, as outlined above, the unit has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and it has not been demonstrated that the habitable space would be genuinely ancillary to the occupation of the main dwelling. The application is therefore considered to be similar to the creation of separate, freestanding, independent accommodation and is therefore assessed in the same way as a proposal for a new dwelling in line with Policy DM9 of the Development Management Policies DPD 2016.
11. The surrounding area is urban in character with the application dwelling forming part of a consistent linear grain of detached two storey dwellings with a rear amenity space of approximately 13-15 metres similar to the prevailing pattern. Policy CS21 of the Core Strategy 2012 notes that *“buildings should respect and make a positive contribution to the street scene and the character*

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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". It is acknowledged that the garage was an original element to the permission granted under 86/0366 (granted at appeal) and therefore there would be no additional erection of buildings in connection with the application. The garage, however, was designed and indented to serve as a garage ancillary to 19 Sanway Road as part of this permission with Condition 5 of 87/0437 (a subsequent amendment to 86/0366) restricting the conversion of the garage into habitable space in order to preserve the car parking provision. The built form of the garage has, therefore, been previously found to be acceptable.

12. In terms of grain and pattern of development, the properties along Sanway Road are set out in a relatively linear grain with generously sized curtilages. The exceptions to this are the 4no linked/detached properties towards the southern terminus of the cul-de-sac which front onto a shared communal turning/parking area to which the application garage also fronts onto. The proposal seeks to retain the linked/detached garage as separate accommodation which is to be considered in the same light as a dwelling as per Policy CS9 of the Development Management Policies DPD 2016, resulting in a second tier of development or garden/tandem development with the garage forming part of the rear amenity space of 19 Sanway Road. Policy DM10 (Development on Garden Land) of the Development Management Policies DPD 2016 states that housing development on garden land and/or that to the rear or side of an existing property will be supported provided that it meets the other relevant Development Plan policies and that:

- it does not involve the inappropriate sub-division of existing curtilages to a size below that prevailing in the area, taking account of the need to retain and enhance mature landscapes;
- 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;
- the means of access is appropriate in size and design to accommodate vehicles and pedestrians safely and prevent harm to the amenities of adjoining residents and is in keeping with the character of the area; and
- suitable soft landscape is provided for the amenity of each dwelling appropriate in size to both the type of accommodation and the characteristic of the locality.

13. As noted earlier, dwellings along Sanway Road are primarily consistent in that they front onto the highway with generous rear amenity spaces. The garage has been designed to serve as an ancillary building to the main dwelling and does not include a frontage which is consistent with the prevailing pattern forming part of a semi-detached pair of garage fronting onto a parking turning area proposed to serve as parking for 19 Sanway Road. It is considered that the garage does not relate to the prevailing character of two storey detached and semi-detached dwellings with rear amenity spaces and would appear

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discordant in terms of the character of dwellings in the locality and would fail to successfully integrate with the prevailing character of dwellinghouses.

14. Due to the location of the unauthorised unit, it is considered that in order to provide the separate dwelling with a suitable amenity provision, the subdivision of the plot to facilitate this would involve the inappropriate subdivision of an existing curtilage to a size below that prevailing in the area. It is considered that the unauthorised unit would appear discordant in terms of the character of the area and would fail to respect and make a positive contribution to the character of the area. The development is, therefore, contrary to provisions outlined in the National Planning Policy Framework, Policies CS21 and CS24 of the Woking Core Strategy 2012, Policies DM9 and DM10 of the Development Management Policies DPD 2016 and Supplementary Planning Document 'Design' 2015.

Impact on Neighbour Amenities

15. Policy CS21 of the Woking Core Strategy 2012 advises that proposals for new developments should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, loss of daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. Detailed guidance on assessing neighbouring amenity impacts is provided within Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008. The garage is an original element of the development under 87/0437 and therefore its presence is not deemed to conflict with the amenities enjoyed by neighbours. The conversion of the garage, however, may raise other issues which may be detrimental to neighbours, in terms of parking, which will be assessed in the relevant section of this report.
16. While the development may be considered acceptable, in terms of impact on neighbour amenities, this does not outweigh the fact that the development would fail to comply with both National and Local Policies with regards to principal of development and impact on the character of the area.

Layout and Creation of Acceptable Residential Development for Proposed Occupiers

17. One of the Core planning principles set out within Section 12 of the National Planning Policy Framework is to *"secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings"*.
18. The garage is currently fitted out to serve as a separate, freestanding, independent accommodation to the rear of 19 Sanway Road and off a shared communal parking/turning area. The accommodation previously served as an ancillary garage to the host dwelling and amounts to approximately 20 sqm of gross internal area (GIA). Further to this, the fenestration provision is limited with just a single door and two pane window on the northern elevation serving the internal accommodation. Given these facts, this level of GIA would amount to just over half the minimum standards of the 'Technical housing standards - nationally described space standard (2015) for a 1 bed, 1 person 1 storey dwelling at 37 sq.m falling a significant 18 sq.m short of the relevant minimum gross internal floor area and would therefore fail to provide a good standard of amenity for future occupants, contrary to Policy CS21 of the

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Woking Core Strategy (2012) and the core planning principles of the National Planning Policy Framework.

19. Furthermore, the window serving the accommodation would be the sole source of natural light to the unit. This window is North facing and sited towards the north-eastern corner of the internal space which would provide very little outlook or daylight penetration to and from the unit, thereby further exacerbating the poor standard of amenity which would be provided for future occupiers.
20. The Council's Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' 2008 states, in paragraph 4.10, 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*". The unauthorised development would be one bedroom and less than 65sq.m floorspace and therefore no objection is raised to the lack of private amenity space to serve the unit however this factor does not outweigh other concerns with the proposal.
21. Overall, by reason of the very restricted gross internal floor area, the limited floor and the relationship of openings serving the unit, the accommodation would fail to provide a good quality of accommodation and good standard of amenity for future residential occupiers contrary to the National Planning Policy Framework, Policy CS21 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Design' 2015.

Highways and Parking Implications

22. The proposal is considered to be similar to the creation of separate, freestanding, independent accommodation and is therefore assessed in the same way as a proposal for a new dwelling in line with Policy DM9 of the emerging Development Management Policies DPD 2016.
23. The resulting residential unit would provide studio accommodation. The existing main dwellinghouse provides 4 or more bedrooms. Supplementary Planning Document 'Parking Standards' 2018 identifies a car parking standard for dwellings providing 4 or more bedrooms of 3 car parking spaces, and of 1 space per 1 bedroom/studio unit; cumulatively a parking standard of 4 spaces across both resulting units is therefore required. The submitted plans show an area of hard-standing to the front of the garage site to provide car parking spaces which could accommodate 2-3 cars with no parking restrictions evident along this section of Sanway Road thereby providing sufficient space to meet the required provision.
24. While the development may be considered acceptable, in terms of impact on parking, this does not outweigh the fact that the development would fail to comply with both National and Local Policies with regards to principal of development, impact on the character of the area and the substandard level of accommodation provided.

Impact on Flooding

25. The application site is located within Flood Zone 3 (high probability of flooding), as identified on the Flood map for planning, and therefore fluvial

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flood issues arise. Policy CS9 of the Woking Core Strategy 2012 states that *“the Council will determine planning applications in accordance with the guidance contained within the NPPF”*. Paragraph 163 of the NPPF states that *“when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment (footnote 50 - a site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3). Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.”*

26. Paragraph 164 of the NPPF goes on to states that *“applications for some minor development and changes of use (footnote 51 - this includes householder development) should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments set out in footnote 50”*. Therefore, whilst the sequential or exception tests are not relevant to the proposal the requirements of Paragraph 163 are relevant. The application has not been submitted with a flood-risk assessment (FRA), site specific or otherwise, and the submission of an FRA has not been requested during consideration of the application due to the fact that the conversion has already occurred.

27. Therefore, having regard to the location of the application site within Flood Zone 3, and in the absence of a site specific flood-risk assessment, the development is contrary to Policy CS9 of the Woking Core Strategy 2012 and Section 14 of the National Planning Policy Framework.

Local Finance Considerations

28. CIL is a mechanism adopted by the 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. The Local Planning Authority considers the development to constitute the creation of an independent self-contained residential unit by way of conversion of the pre-existing ancillary garage. Therefore the proposal would be liable for the Community Infrastructure Levy (CIL) on internal GIA. 24 of sq.m and therefore liable to the measure of £3,853.85 (including the 2020 Indexation). The development, therefore would be liable to a total CIL contribution of £3,853.85 which would be payable in the event of an approval.

Impact on the Thames Basin Heaths Special Protection Area

29. The application site falls within the 400m - 5km (Zone B) of the Thames Basin Heath Special Protection Area (TBH SPA) buffer zone. The Thames Basin Heath Special Protection Area (SPA) is a European designated site afforded

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protection under the Conservation of Habitats and Species Regulations 2010 as amended (the Habitats Regulations). The Habitats Regulations designate the Local Planning Authority as the Competent Authority for assessing the impact of development on European sites and the LPA must ascertain that development proposals will not have an adverse effect on the integrity of the site, alone or in combination with other plans and projects, either directly or indirectly, before granting planning permission. The TBH SPA is designated for its internationally important habitat which supports breeding populations of three rare bird species: Dartford Warbler, Woodlark and Nightjars. The Conservation Objectives of the TBH SPA are to ensure that the integrity of the site is maintained or restored as appropriate, and to ensure that the site contributes to achieving the aims of the Wild Birds Directive.

30. Policy CS8 of the Woking Core Strategy 2012 requires new residential development beyond a 400m threshold, but within 5 kilometres, of the SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM).
31. 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 not submitted a Legal Agreement to secure the relevant SAMM contribution of £515 (1 studio unit at £515 per unit) in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy as a result of the uplift of a studio unit that has arisen from the conversion. Due to other substantive concerns with the application proposal, the applicant was not requested to provide a signed and completed Legal Agreement during assessment of the application.
32. In view of the above, and in the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures, the Local Planning Authority is unable to determine that the additional dwellings would not have a significant impact upon the Thames Basin Heaths Special Protection Area, contrary to Policy CS8 of the Woking Core Strategy 2012, the Thames Basin Heaths Avoidance Strategy, saved Policy NRM6 of the South East Plan 2009 and The Conservation of Habitats and Species Regulations 2017 (SI No.1012 - the "Habitats Regulations").

Conclusion

33. To conclude, by reason of its detached nature, internal accommodation and siting in relation to the main dwelling, the converted garage would not share a common access with, nor be physically incorporated within, the main dwelling. Additionally the accommodation has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and it has not been demonstrated that the accommodation would be genuinely ancillary to the occupation of the main dwelling. The proposal is, therefore, contrary to Policy DM9 of the emerging Development Management Policies DPD. The proposal represents the creation of an independent self-contained residential unit and would involve the inappropriate sub-division of an existing curtilage to a size below that prevailing in the area. Additionally, the layout would appear discordant in

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terms of the character of the area and would fail to respect and make a positive contribution to the character of the area.

34. The development is tantamount to the creation of an independent self-contained residential unit sited within close proximity to the existing two storey dwelling at 19 Sanway Road. It has not been demonstrated that a good standard of residential amenity would be retained for 19 Sanway Road or achievable for potential future occupiers.
35. Furthermore, having regard to the location of the application site wholly within Flood Zone 3, and in the absence of a site specific flood-risk assessment, the development is contrary to Policy CS9 of the Woking Core Strategy 2012 and Section 14 of the National Planning Policy Framework.
36. In addition, in the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures or to secure the proposed units as affordable housing, the Local Planning Authority is unable to determine that the additional dwellings would not have a significant impact upon the Thames Basin Heaths Special Protection Area, contrary to Policies CS8 and CS12 of the Woking Core Strategy 2012, the Thames Basin Heaths Avoidance Strategy, saved Policy NRM6 of the South East Plan 2009 and The Conservation of Habitats and Species Regulations 2017 (SI No.1012 - the "Habitats Regulations").
37. Consequently it is considered that the development is contrary to provisions outlined in the National Planning Policy Framework, Policies CS8, CS9, CS21 and CS24 of the Woking Core Strategy 2012, Policies DM9 and DM10 of the Development Management Policies DPD 2016, the Council's Supplementary Planning Documents on 'Design' 2015 and 'Outlook, Amenity, Privacy and Daylight' 2008, the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 and the Conservation of Habitats and Species Regulations 2017 (SI No. 1012 - the "Habitats Regulations") and is, therefore, recommended for refusal for the reasons outlined below. It is further recommended that enforcement action to ensure the unauthorised accommodation is reverted back to its original state as a garage for parking/storage.

BACKGROUND PAPERS

1. Site visit photographs.

RECOMMENDATION

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

1. By reason of its scale, internal accommodation and the size of the accommodation in relation to the main dwelling, the accommodation proposed to be retained as part of this application has not been designed in such a way which would render it incapable of being occupied separately from the main dwelling and has not been demonstrated to be genuinely ancillary to the occupation of the main dwelling. The proposal is therefore contrary to Policy DM9 of the Development Management Policies DPD 2016.
2. Retention of the separate accommodation would appear as an anomaly and discordant to the prevailing plot characteristics of the surrounding area failing

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to make a positive contribution to the area contrary to guidance outlined in the National Planning Policy Framework, Policies CS21 and CS24 of the Woking Core Strategy, Policies DM10 of the Development Management Documents DPD 2016 and Supplementary Planning Document 'Design' 2015.

3. By reason of the restricted gross internal floor area, the limited floor and the relationship of openings serving the accommodation, the unit fails to provide a good quality of accommodation and good standard of amenity for future residential occupiers contrary to the National Planning Policy Framework, Policy CS21 of the Woking Core Strategy 2012 and Supplementary Planning Document 'Outlook, Amenity, privacy and Daylight' 2008.
4. The application site is in Flood Zone 3 and a Flood Risk Assessment (FRA) has not been submitted to demonstrate that the development would be suitably protected from flood risk and would not in itself unacceptably increase flood risk. It has not therefore been demonstrated that the proposal would have an acceptable impact on flood risk. This is contrary to Policy CS9 of the Woking Core Strategy 2012 and Section 14 of the National Planning Policy Framework 2019.
5. In the absence of a Legal Agreement or other appropriate mechanism to secure contributions towards mitigation measures, the Local Planning Authority is unable to determine that the additional dwelling would not have a significant impact upon the Thames Basin Heaths Special Protection Area, contrary to Policy CS8 of the Woking Core Strategy 2012, the Thames Basin Heaths Avoidance Strategy, saved Policy NRM6 of the South East Plan (2009), the Conservation of Habitats and Species Regulations 2017 (SI No.1012 - the "Habitats Regulations") and Policy DM11 of the Development Management Policies DPD 2016.

It is further recommended that:-

The Head of Legal Services be instructed to issue an Enforcement Notice under Section 172 of The Town & Country Planning Act 1990 (as amended) in respect of the above land requiring the remedy of the breach of planning control to be achieved through:

1. Enforcement action be authorised to remedy the breach of planning control within three months of the date of the Enforcement Notice takes effect by reverting the unauthorised development back to its original state as a garage for parking/storage.

Informatives:

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2019.
2. The plans/particulars relating to the development hereby refused are numbered / titled:

Block Plan (Received 23.01.20)

Photographs (Received 14.08.19)

