

12 December 2017 PLANNING COMMITTEE

5a	17/0566	Reg'd:	19.06.2017	Expires:	14.08.17	Ward:	GP
Nei.	20.07.17	BVPI	Minor	Number	17/8	On	No
Con.		Target	dwelling - 13	of Weeks		Target?	
Exp:				on Cttee'			
				Day:			

LOCATION: Land At, Martindale Road, Woking, Surrey, GU21 3PJ

PROPOSAL: Erection of 2 x two bedroom semi detached bungalows with associated parking

TYPE: Full Planning Application

APPLICANT: Lomcon Investments Limited

OFFICER: Brooke Bournague

REASON FOR REFERRAL TO COMMITTEE

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

PROPOSED DEVELOPMENT

The proposal is for the erection of two semi detached bungalows (2xbed) on an area of land off Martindale Road. The proposed dwellings would have vehicular access from Martindale Road and pedestrian access from a path linking Martindale Road to Muirfield Road.

Site Area:	0.052 ha (522 sq.m)
Existing units:	0
Proposed units:	2
Existing density:	0 dph (dwellings per hectare)
Proposed density:	38 dph

PLANNING STATUS

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

RECOMMENDATION

Grant planning permission subject to conditions and Section 106 Agreement.

SITE DESCRIPTION

The application site forms part of the Goldsworth Park development. The application site is currently largely laid to grass and enclosed with a close boarded fence to the east, south and west boundaries and hedge to the north boundary. There are a number of large trees to the south and west boundaries of the site. A footpath runs along the north of the site providing access from Martindale Road to Muirfield Road. Bungalows are sited to north, east and south of the site.

PLANNING HISTORY

The site forms part of the Goldsworth Park development for which there are a number of related planning permission. This site falls within phase 16B as indicated on the planning history. The main planning permissions relating to this application site are as follows:

28268 - Comprehensive development; erection of dwellings, schools, shops, warehouses, provision of a lake, recreation spaces & community uses. Permitted

80/1027 - The erection of 12 dwellings. Permitted

81/0661 - Carrying out of landscaping works. Permitted

CONSULTATIONS

County Highway Authority: No objection subject to condition 12 and 13

Arboricultural Officer: No objection subject to conditions 6 and 7

REPRESENTATIONS

14 letters (2 letters have been received form the same address) raising the following points:

- Loss of privacy
- The previous owner, applied for 2 garages to be erected, to rent out, the Council turned it down (Officer note: There does not appear to be any record of this planning application)
- The sewerage should exit onto Muirfield Road (Officer note: not a planning matter)
- How would the houses be numbered there is already confusion (Officer note: not a planning matter)
- Increase in noise
- Loss of drainage – potential for flooding
- Increase in on street parking pressure
- Increase in traffic – danger for pedestrians and motorists
- No longer be plenty of space for ambulances
- Safety concerns during construction
- Removal of trees on the site has increased noise levels from traffic
- Increase density
- Increase parking congestion
- The plot is an area of open space
- Overlooking
- Disruption during construction phase
- Access to the path should be retain throughout and after construction
- The height and type of vegetation fronting the footpath should be considered
- Insufficient parking
- Loss of 2 parking spaces to create access to proposed dwellings

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2012):

Section 4 - Promoting sustainable transport

Section 6 - Delivering a wide choice of high quality homes

Section 7 - Requiring good design

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Woking Core Strategy (2012):

- CS1 - A Spatial strategy for Woking Borough
- CS7 - Biodiversity and nature conservation
- CS8 - Thames Basin Heaths Special Protection Areas
- CS10 - Housing provision and distribution
- CS11 - Housing Mix
- CS12 - Affordable housing
- CS18 - Transport and accessibility
- CS21 - Design
- CS22 - Sustainable construction
- CS24 - Woking's landscape and townscape
- CS25 - Presumption in favour of sustainable development

Woking Development Management Policies DPD (2016):

- DM2 - Trees and Landscaping

Supplementary Planning Documents (SPDs):

- Woking Design (2015)
- Affordable Housing Delivery (2014)
- Climate Change (2013)
- Outlook, Amenity, Privacy and Daylight (2008)
- Parking Standards (2006)

PLANNING ISSUES

Principle of Development:

1. The NPPF (2012) and Core Strategy (2012) policy CS25 promote a presumption in favour of sustainable development. The site lies within the designated Urban Area and within the 400m-5km (Zone B) Thames Basin Heaths Special Protection Area (SPA) buffer zone. Core Strategy (2012) policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place.
2. From looking at the planning history of the application site the site appears to have been left undeveloped during the Goldsworth Park development as the area of land was heavily treed and an area Tree Preservation Order was placed on the site. A landscaping plan approved under application 81/0661 shows the application site as an area of landscaping with a screen of trees sited along the north, south and west boundaries. The site has been in private ownership with No.5 Prestbury Close, but has not been included within the residential curtilage of No.5 Prestbury Close. As the area of land has been heavily screened by mature natural screening and in private ownership the site has never been freely open and accessible to residents of Goldsworth Park and is not considered a classic area of open amenity space characterised by Goldsworth Park.
3. The Tree Preservation Order covering the application site was revoked in 2008 during a review of Area Tree Preservation Orders within Goldsworth Park. The site is currently clear, with the exception of mature trees to the south and west boundaries that have been retained and a hedge sited along the north boundary. Two close boarded fence panels have been temporarily placed along the north west boundary to keep the site enclosed as the site is within private ownership.
4. The site lies within the designed Urban Area. It is considered developing the land with 2x two bedroom bungalows would result in efficient use of the land and add to the housing mix. The principle of infill residential development is considered acceptable

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subject to further material planning considerations, specific development plan policies and national planning policy and guidance as discussed below.

Impact on Character:

5. The surrounding area is characterised by detached and link detached two storey dwellings and bungalows. Proposed Plot 1 would be rectangular in shape with a width of approximately 9.4m. Proposed Plot 2 would be irregular in shape varying in width from 0.4m to 13.8m. Plots widths along Martindale Road to the north of the site, Prestbury Court to the east of the site and Cranfield Court to the west of the site vary from approximately 3m to 23.7m. No.1 Cranfield Court to the west of the site is irregular in shape varying in width from approximately 12.1m to 23.7m, No.6 Martindale Road to the north of the site is irregular in shape varying in width from approximately 6m to 20m, No.s 7 and 8 Martindale Road to the north of the site are approximately 7.1m, No.9 Martindale to the North east of the site is irregular in shape varying in width from approximately 3m to 7m, No.5 Prestbury Court to the east of the site is irregular in shape varying in width from approximately 13.3m to 15m and No.4 Prestbury Court to the south east is approximately 11.8m in width. It is considered the proposed plot widths and sizes which are generally consistent with the grain and pattern of development in the surrounding area. The principle of the proposed plot subdivision is therefore considered acceptable.
6. The immediate surrounding area is characterised by single storey dwellings. There are two storey dwellings further north of the site along Martindale Road and to the east along Muirfield Road. The proposed dwellings would be single storey with a hipped roof, no accommodation is proposed within the roofspace. The proposed bungalows would have a traditional design and be finished in brick under a tile roof. Details of external materials can be secured by condition (Condition 3). The proposed dwellings would have a maximum ridge height of approximately 5.1m. The single storey dwellings surrounding the application site have gable roofs with ridge heights varying from approximately 4m to 4.8m. In terms of building heights, the proposed difference in ridge heights in the street scene is not considered to result in an unacceptably detrimental impact on the character of the area. The roof form of the proposed dwelling has been designed to reduce the overall bulk and scale of the dwelling in the streetscene and reduce the impact on neighbouring properties.
7. The proposed dwellings would be sited approximately 1m from the boundary with No.5 Prestbury Court, approximately 6.4m from the boundary with No.4 Prestbury Court and approximately 5.2m from the boundary with No.1 Cranfield Court. An approximate 1m separation distance would be maintained to the front boundary adjacent to the footpath providing pedestrian access between Martindale Road and Muirfield Road. Overall these separation distances are considered acceptable and would retain sufficient spacing between dwellings.
8. Overall the proposed dwellings are therefore considered to have an acceptable impact on the character of the surrounding area and accord with Policies CS21 and CS24 of the Woking Core Strategy (2012), Supplementary Planning Document 'Woking Design' (2015) and the NPPF (2012).

Impact on Neighbours:

9. The side elevation of Plot 2 would be sited approximately a minimum of 5.2m from the west side boundary and retain an approximate 13m separation to No.1 Cranfield Court. These separation distances comply with the recommended minimum distances set out in the Council's 'Outlook Amenity, Privacy and Daylight' SPD (2008) for one storey development (1m for side to boundary relationships). Due to the separation distance it is considered the proposed dwelling would not have an overbearing or loss

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of daylight impact on No.1 Cranfield Court. One ground floor window serving an open plan kitchen living room is proposed in the west side elevation orientated towards No.1 Cranfield Court. Due to the single storey nature and separation distance it is considered there would not be a significant loss of privacy or overlooking impact on No.1 Cranfield Court.

10. An approximate 1m separation distance would be maintained to the east side boundary and approximate 7.2m to No.5 Prestbury Court. These separation distances comply with the recommended minimum distances set out in the Council's 'Outlook Amenity, Privacy and Daylight' SPD (2008) for one storey development (1m for side to boundary relationships). There is a 1.8m high close boarded boundary fence on the boundary with No.5 Prestbury Court. Due to the separation distance it is considered the proposed dwelling would not have an overbearing or loss of daylight impact on No.5 Prestbury Court. One ground floor window serving an open plan kitchen living room is proposed in the east side elevation orientated towards No.5 Prestbury Court. Due to the single storey nature and boundary treatment it is considered there would not be a significant loss of privacy or overlooking impact on No.5 Prestbury Court.
11. The proposed dwellings would maintain a minimum 6.4m to the south (rear) boundary with No.4 Prestbury Court. This separation distance complies with the recommended minimum distances set out in the Council's 'Outlook Amenity, Privacy and Daylight' SPD (2008) for one storey development (6m for front or back to boundary/flank relationships). Two ground floor windows serving an open plan kitchen living room and bedroom are proposed in the rear elevation orientated towards No.4 Prestbury Court. Due to the single storey nature and separation distance it is considered there would not be a significant loss of privacy or overlooking impact on No.4 Prestbury Court.
12. An approximate 1m separation would be maintained to the north (front) boundary facing No's. 6, 7, 8 and 9 Martindale Road. An approximate 9.8m minimum separation distance would be maintained to No's. 6, 7, 8 and 9 Martindale Road. This separation distance complies with the recommended minimum distances set out in the Council's 'Outlook Amenity, Privacy and Daylight' SPD (2008) for one storey development (6m for front to front elevation relationships). Due to the separation distance and single storey nature of the dwellings it is considered the proposed dwellings would not result in a loss of daylight, overbearing impact or overlooking towards No's. 6, 7, 8 and 9 Martindale Road.
13. Overall the proposed development is considered to have an acceptable impact on neighbours in terms of loss of light, overlooking and overbearing impacts.

Standard of Accommodation:

14. The proposed dwellings are considered to achieve an acceptable size and standard of accommodation with good quality outlooks to habitable rooms and private amenity space. Plot 1 would have a footprint of approximately 64sqm with a private amenity area of approximately 163sqm. Plot 2 would have a footprint of approximately 64sqm with a private amenity area of approximately 70sqm. The areas of private amenity space would be predominately soft landscaped. The proposal is therefore considered to have an acceptable impact on the living conditions of future occupants. There is sufficient space within the curtilages of both properties for bin and cycle storage.

Impact on Trees:

15. The applicant has submitted an Arboricultural Report which details how trees would be protected during construction and the Council's Arboricultural Officer considers the information acceptable in principle but requires further detailed information relating to details of how service runs would connect to the development. Subject to conditions

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(condition 6 and 7) to ensure the submission of additional information and compliance with the submitted information, the proposal is considered to have an acceptable impact on trees within the application site.

16. A plan detailing boundary treatment and areas to be grassed and hard surfaced has been provided. Condition 4 is recommended to secure details of a soft landscaping scheme.

Flood Risk:

17. The proposal site is not within a Flood Zone or a surface water flood risk area.

Transportation Impacts:

18. Policy CS18 states 'the Council is committed to developing a well integrated community connected by a sustainable transport system' this can be achieved by *'implementing maximum car parking standards for all types of non-residential development, including 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...'* In addition Supplementary Planning Document Parking Standards (2006) sets maximum standards, with the objective of promoting sustainable non-car travel.
19. The two proposed dwellings would have vehicular access from a new access onto Martindale Road and pedestrian access from a path that runs along the north boundary of the site. It is noted that concerns have been raised over highway safety and increased on street parking pressure.
20. Supplementary Planning Document 'Parking Standards' (2006) requires dwellings with 2 bedrooms to provide 1.5 off street parking spaces. To comply with maximum parking standards a maximum of 3 off street parking spaces would be required. Each dwelling would be served by 1 off street parking space resulting in a shortfall from the maximum of 1 off street parking space.
21. The NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para. 32). Supplementary Planning Document 'Parking Standards' (2006) states *'where developers propose parking standards below the maximum standards these will be critically examined to ensure that there would be no adverse effect on highway safety, the free flow of traffic or parking provision in the immediate area generally'*.
22. The proposed dwellings would be sited within walking distance (approximately 0.5km) of Goldsworth Park Shopping Centre and bus stops with direct routes to Woking Town Centre and Woking Station. A number of dwellings along Martindale Road have vehicle crossovers and hardstanding's to provide off street parking while other residents park on-street in unallocated parking bays. The County Highway Authority have been consulted and raised no objections to the proposal on highway safety or capacity grounds subject to conditions 12 and 13
23. A construction transport management plan condition is recommended (condition 11) to minimise disruption to local residents during the build period should planning permission be granted. It should also be noted that the proposal is for 2No. dwellings and would therefore be unlikely to result in long-term disruption during any build period. There is also potential storage space for materials on site during any build period.

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24. Overall therefore the proposal is considered to result in an acceptable impact upon highway safety and car parking provision and accords with policy CS18 of the Woking Core Strategy 2012, Supplementary Planning Document 'Parking Standards' (2008) and the National Planning Policy Framework (2012).

Affordable Housing:

25. Following the recent Court of Appeal judgement of R (West Berkshire District Council and Reading Borough Council) v. Secretary of State for Communities and Local Government [2016] EWCA Civ 441, the policies within the Written Ministerial Statement of 28 November 2014 as to the specific circumstances where contributions towards affordable housing and tariff-style planning obligations should not be sought from small scale and self build development is a material consideration. In line with this statement, as the proposed development involves the creation of two residential units it is excluded from the affordable housing levy and as such no contribution is sought.

Sustainability

26. Following a Ministerial Written Statement to Parliament on 25 March 2015, the Code for Sustainable Homes (aside from the management of legacy cases) has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to set and apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. The Government has stated that the energy performance requirements in Building Regulations will be set at a level equivalent to the outgoing Code for Sustainable Homes Level 4.
27. 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 (Conditions 9 and 10).

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

28. The SPAs in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Core Strategy (2012) policy CS8 requires new residential development beyond a 400m threshold, but within 5km of the SPA boundary, to make an appropriate contribution towards the provisions of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
29. 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 £1,320.00 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 as a result of the uplift of 2 x two bedroom dwellings that would arise from the proposal.
30. In view of the above, the Local Planning Authority is able to determine that the development would have no significant effect upon the SPA and therefore accords with Core Strategy (2012) policy CS8 and the 'Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015'.

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Community Infrastructure Levy (CIL):

31. The proposal would be liable for Community Infrastructure Levy (CIL) to the sum of £17,723.08.

CONCLUSION

32. Considering the points discussed above, the proposal is considered an acceptable form of development which would have an acceptable impact on the amenities of neighbours, on the character of the surrounding area and on mature trees. The proposal therefore accords with Policies CS1, CS7, CS8, CS10, CS11, CS18, CS20, CS21 of the Woking Core Strategy (2012), Policy DM2 of the DM Policies DPD (2016), Supplementary Planning Documents 'Parking Standards' (2006), 'Outlook, Amenity, Privacy and Daylight' (2008), 'Woking Design' (2015) and the NPPF (2012) and is recommended for approval subject to conditions and subject to Section 106 Agreement.

	Obligation	Reason for Agreeing Obligation
1.	SAMM (SPA) contribution of £1,320.00	To accord with the Habitat Regulations, policy CS8 of the Woking Core Strategy 2012 and The Thames Basin Heaths SPA Avoidance Strategy 2010-2015.

BACKGROUND PAPERS

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

RECOMMENDATION

It is recommended that planning permission be granted subject to the following conditions and a Section 106 Agreement to secure the requisite SAMM contribution of £1,320.00.

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:

1395/17P/01 dated April 2017 and received by the Local Planning Authority on 15.05.2017

1395/17P/02 dated April 2017 and received by the Local Planning Authority on 15.05.2017

1395/17P/03 dated April 2017 and received by the Local Planning Authority on 15.05.2017

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

3. ++Prior to the commencement of the development hereby permitted a written specification of all external materials to be used in the construction of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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

4. ++ Notwithstanding any details shown on the approved plans listed within condition 02, prior to the first occupation of the development hereby approved, a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be planted and details of materials for areas of hardstanding, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

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

5. ++ Prior to the occupation of any part of the development hereby permitted, the boundary details listed on plan 1395/17/P/03 dated April 2017 shall be implemented in full and permanently maintained thereafter unless otherwise first agreed in writing by the Local Planning Authority.

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

6. ++ Prior to the commencement of the development hereby approved, full details of the foul water connections and service runs on the site shall be submitted to and approved in writing by the Local Planning Authority. The method shall adhere to the principles embodied in BS 5837:2012 and the involvement of an arboricultural consultant and engineer will be necessary. The development shall thereafter be carried out strictly in accordance with the agreed details.

Reason: To ensure the retention and protection of trees on and adjacent to the site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy 2012.

7. The development hereby approved shall take place in strict accordance with the Arboricultural information by Harper Tree Consulting ref: 2017044 v1.0 dated 30 March 2017, 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

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or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself to comply with Policy CS21 of the Woking Core Strategy 2012

8. Notwithstanding the provisions of Article 3 and Schedule 2, Part 1, Classes A, B and E of The Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any orders amending or re-enacting that Order with or without modification) no extension or enlargement of the new dwelling hereby approved shall be carried out without planning permission being first obtained from the Local Planning Authority.

Reason: The Local Planning Authority considers that further development could cause detriment to the amenities of nearby properties and the character of the area and for this reason would wish to control any future development in accordance with Policy CS21 of the Woking Core Strategy 2012.

9. ++Prior to the commencement of the development hereby approved, 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 and makes efficient use of resources and to comply with policy CS22 of the Woking Core Strategy 2012.

10. 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
 - 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.

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

11. ++Prior to the commencement of the development hereby permitted a Construction Transport Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- the parking of vehicles of site operatives and visitors;
 - loading and unloading of plant and materials;
 - storage of plant and materials used in constructing the development;
 - measures to prevent the deposit of materials onto the highway;

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 in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

12. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles and cycles to be parked. All cycle parking shall be secure covered and lit Thereafter the parking areas shall be retained and maintained for their designated purposes.

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

13. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Martindale Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

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

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
2. The applicants attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.

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3. 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.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
6. 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.
7. The permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.
8. 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).
9. This decision notice should be read in conjunction with the related legal agreement.
10. The applicant is advised that this application is liable to make a CIL contribution of £17,723.08. The applicant must complete and submit a Commencement (of development) Notice to the Local Planning Authority, which the Local Planning Authority must receive prior to commencement of the development.