

12 DECEMBER 2017 PLANNING COMMITTEE

5c 17/0802 Reg'd: 17.07.17 Expires: 16.10.17 Ward: C
Nei. 16.08.17 BVPI Minor Number 21/13 On No
Con. Target dwellings -13 of Weeks Target?
Exp: on Cttee'
Day:

LOCATION: 46 Chertsey Road, Woking

PROPOSAL: Erection of a 12x storey building comprising 68x self-contained flats (50x one bed, 16x two bed & 2x three bed) including associated landscaping and parking following demolition of existing vacant Public House (Use Class A4).

TYPE: Full Planning Application

APPLICANT: Mr Michael Watkins & Mr Richard Lewczynski **OFFICER:** David Raper

REASON FOR REFERRAL TO COMMITTEE:

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

SUMMARY OF PROPOSED DEVELOPMENT:

The proposal is for the demolition of the existing vacant Public House on the site (Use Class A4) and the erection of a 12x storey building (including the ground floor) comprising 68x self-contained flats (50x one bed, 16x two bed & 2x three bed). The ground floor would include a lobby area with frontages on both Church Street East and Chertsey Road as well as bin and cycle storage and 2x disabled parking spaces accessed via Church Street East. The proposed building would adopt a contemporary design approach and would be finished in brick with integral and projecting balconies. Hard and soft landscaping is also proposed to the front and rear of the building.

Site Area: 0.07ha (700 sq.m)
Existing units: 0
Proposed units: 68
Existing density: 0 (dwellings per hectare)
Proposed density: 971 dph

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Secondary Shopping Frontage
- High Accessibility Zone
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

GRANT planning permission subject to conditions and Section 106 Agreement.

SITE DESCRIPTION

The proposal relates to 'The Rat and Parrot' Public House on Chertsey Road in Woking Town Centre which is vacant. The building is a relatively large two storey flat-roofed structure which has frontages on both Church Street East to the north and Chertsey Road to the south. On the Chertsey Road frontage there is an area of public realm with benches and street trees. Adjoining the site to the south-west is the large HG Wells entertainment and conference complex and to the north-west are two storey commercial buildings. To the north and north-west is the Victoria Way multi-storey car park and the 9x storey Enterprise Place block of flats. To the south-east is the large Dukes Court office complex and to the south-west is Chertsey Road which is characterised by 3-4x storey commercial development which forms part of the Woking Town Centre Conservation Area. The proposal site forms part of the designated Secondary Shopping Frontage in the town centre.

PLANNING HISTORY

Detailed planning history with the below being the most relevant:

- PLAN/1998/0923 - Change of use from A1 retail to A3 bar/café – Permitted 22/10/1998

CONSULTATIONS

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

County Highway Authority: No objection subject to conditions.

Environmental Health: No objection subject to conditions.

Planning Policy: No objection.

Scientific Officer: No objection subject to conditions.

Waste Services: No objection subject to conditions.

Thamewsey Energy: No objection subject to conditions.

Arboricultural Officer: No objection subject to conditions.

REPRESENTATIONS

6x representations received objecting to the proposal raising the following points:

- Proposal would cause loss of light, privacy and outlook
- Proposed building is too high and out of character with the area
- Proposal would provide insufficient parking and place pressure on existing parking
- Proposal would lead to further noise and congestion in the area
- Consideration should be given to keeping a pub use
- Construction phase would lead to noise pollution and disruption
- Proposed building would block existing views

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2012):

Section 2 - Ensuring the vitality of town centres

Section 4 - Promoting sustainable transport

12 DECEMBER 2017 PLANNING COMMITTEE

Section 6 - Delivering a wide choice of high quality homes
Section 7 - Requiring good design
Section 10 - Meeting the challenge of climate change, flooding and coastal change
Section 11 - Conserving and enhancing the natural environment
Section 12 - Conserving and enhancing the historic environment

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough
CS2 - Woking Town Centre
CS7 - Biodiversity and nature conservation
CS8 - Thames Basin Heaths Special Protection Areas
CS9 - Flooding and water management
CS10 - Housing provision and distribution
CS11 - Housing Mix
CS12 - Affordable housing
CS15 - Sustainable Economic Development
CS18 - Transport and accessibility
CS19 - Social and Community Infrastructure
CS20 - Heritage and Conservation
CS21 - Design
CS22 - Sustainable construction
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

Development Management Policies DPD (2016):

DM2 – Trees and Landscaping
DM7 – Noise and Light Pollution
DM16 – Servicing Development
DM17 – Public Realm
DM20 – Heritage Assets and their Settings

Supplementary Planning Documents (SPDs):

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

Other Material Considerations:

South East Plan (2009) (Saved policy) NRM6 - Thames Basin Heaths Special Protection Area
Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015
Waste and recycling provisions for new residential developments
Community Infrastructure Levy (CIL) Charging Schedule (2015)
The Community Infrastructure Levy (CIL) Regulations (2010) (as amended)

PLANNING ISSUES

Principle of Development:

1. The proposal is for the demolition of the existing building and the erection of a 12x storey building comprising 68x flats in Woking Town Centre. Core Strategy (2012) policy CS2 'Woking Town Centre' seeks to protect A1 (retail) uses in Primary Frontages and other 'A' uses in Secondary Frontages. The proposal site is within the designated Secondary Shopping Frontage and its former use was as a drinking

12 DECEMBER 2017 PLANNING COMMITTEE

establishment (A4 use) is therefore offered protection in policy terms by policy CS2. The proposal site is however vacant and is understood to have been so for a period of nine years. The premises is vacant with windows and doors boarded up which results in a building which is not considered to contribute positively to the vitality and viability of the town centre.

2. Pubs can also be regarded as community facilities and are also offered protection by policy CS19 'Social and Community Infrastructure' however this policy states that the loss of such facilities can be considered acceptable where there is no identified need for the facility or where similar alternative facilities are available in the area for example. Given the long period of vacancy discussed above and the various pubs and other social and community facilities in the town centre, the proposal is not considered to result in the unacceptable loss of a social or community facility and is considered to comply with policy CS19.
3. The loss of the A4 use on the site is therefore considered acceptable when considering the prolonged period of vacancy and the visual state of the building. The redevelopment of the site with residential development is not therefore considered to unacceptably impact on the vitality and viability of Woking Town Centre.
4. The NPPF (2012) and Core Strategy policy CS25 (2012) promote a presumption in favour of sustainable development. The site constitutes previously developed land within the designated Urban Area, within Woking Town centre and within the 400m-5km (Zone B) Thames Basin Heaths Special Protection Area (SPA) buffer zone. Core Strategy policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place and new residential development should seek to maximise the efficient use of land. Core Strategy (2012) policies CS1 and CS2 establish Woking Town Centre as the primary focus of sustainable growth including high density redevelopment of existing sites in the town centre.
5. The redevelopment of the site for residential development is considered consistent with the aims of policies CS1, CS2 and CS19 and would result in the efficient use of previously developed land in the town centre and the development of a vacant building which is considered to detract from the character of the area and the town centre. The proposal is therefore considered acceptable in principle and in land use terms subject to the detailed considerations set out below.

Impact on Character:

6. 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*'. 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, contribute to the functionality of the centre and add to its attractiveness and competitiveness*'. 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. The Woking Design (2015) SPD establishes that the criteria against which tall buildings will be considered and include being of exceptional design quality, contributing positively to Heritage Assets, impacts on key views and local environmental impacts.

12 DECEMBER 2017 PLANNING COMMITTEE

7. The proposal site is in a relatively prominent position which is clearly visible when approaching the town centre from the north-east. The existing building to be demolished is a large two storey, flat-roofed building with a simple, utilitarian form and design. The north-east flank elevation is large and prominent in views from Church Street East and is finished in a mixture of painted and unpainted brickwork and metal cladding. Windows and doors have been blocked-up and the building has been vacant for some time. These features results in a building which is considered to detract from the character of the area and the building is not considered to have any notable architectural merit. The demolition and replacement of the building can therefore be considered acceptable subject to the design of the proposed replacement building and its impact on the surrounding area.
8. The proposed building would be 12x storeys including the ground floor level and 39.4m in maximum height. Woking Town centre has an emerging character of taller buildings and high density development established by the 'Victoria Square' development of 34x storeys for example which is currently under construction. Other existing tall buildings in the town centre include the 'New Central' development at 21x storeys and the 'Centrium' development of 16x storeys. It is acknowledged however that these developments are in the western part of the town centre whereas the proposal site is towards the east. Building heights surrounding the proposal site are varied; Enterprise Place to the north-east is a relatively large building of 9x storeys and Dukes Court is a large office building of 8x storeys to the south-east. Regents Court on Victoria Way to the north-east is an 8x storey building located in a gateway location to the town centre towards the edge of the town centre, similar to the proposal site.
9. Remaining buildings in the area are generally lower in height, the adjoining neighbours at No.48-58 Chertsey Road are two storeys and development on Chertsey Road to the south-west is generally 3-4x storeys. A building of 12x storeys, although inevitably taller than adjoining neighbours, is considered to be consistent with the emerging character of Woking Town Centre for taller buildings and is considered generally consistent with building heights in the area which are varied as discussed above. The height and scale of the proposed building is considered acceptable in design terms and appropriate to the surrounding area and the town centre location of the proposal site. In terms of design, buildings vary considerably in age and style but the use of brick is relatively common in the area.
10. The proposal site effectively has two road frontages on Church Street East to the north and Chertsey Road to the south. The proposed development responds to both road frontages by featuring fenestration and an active frontage on both elevations at ground floor level by utilising a lobby area which extends the full depth of the ground floor with entrances on both road elevations. High quality hard and soft landscaping is shown on both road frontages which is considered to enhance the visual amenities of the site and the wider street scene. The existing street trees would also be retained as part of the proposal.
11. The building would adopt a distinctly contemporary design approach with generously sized windows and a mixture of integral and projecting balconies. Overall the proposed front and rear elevations are considered to exhibit balanced and well-considered elevations and the building is considered to constitute high quality design. The primary material would be brick which is considered a high quality material appropriate to the context of the proposal site.
12. The north-east facing flank elevation would be prominent in views from Church Street East and Chertsey Road when approaching the town centre from the north-east. In

12 DECEMBER 2017 PLANNING COMMITTEE

order to avoid unduly prejudicing the development potential of neighbouring sites, the proposed building has been designed to avoid habitable room windows on the flank elevations. In order to create visually acceptable flank elevations, the building has been designed in a roughly cruciform footprint which creates a staggered flank elevation. This avoids a large expanse of masonry and the flank elevation itself is broken-up with an inset element which provides variation and relief on the elevation. The proposed building utilises panels of brick detailing and horizontal bands of brickwork in differing patterns which is considered to provide visual interest and variation on the flank elevations. The elevations are further broken-up by the use of secondary windows and cladding panels. In addition to this, the height of the building is varied with the 11x storey element on the eastern side of the site and the taller 12x storey element on the western side.

13. Overall the proposed development is considered of an acceptable size and scale appropriate to the context to the emerging character of Woking Town Centre and is considered to constitute high quality design and an innovative response to the constraints of the site. The proposal is therefore considered acceptable in design terms and is considered to have an acceptable impact on the character of the surrounding area in accordance with Core Strategy (2012) policies CS21, CS24 and CS25, Supplementary Planning Document 'Woking Design' (2015) and the National Planning Policy Framework (2012).

Impact on the Woking Town Centre Conservation Area:

14. The proposal site is not within a Conservation Area but is close to the boundary with the Woking Town Centre Conservation Area which ends to the south of the site. The impact on the setting of the Conservation Area and views from the Conservation Area must therefore be assessed. The proposed building would be set-back at least 8m from Chertsey Road and whilst the building would inevitably be visible from the Conservation Area, it would not terminate the key views from the Conservation Area down Chertsey Road as Chertsey Road extends to the north-east and the proposed building is stepped-back within the plot. The proposed building would also be viewed in the context of the adjacent HG Wells Centre which is a relatively large and imposing building which fronts onto the Conservation Area. Whilst the building would inevitably be taller than neighbouring buildings, this in itself is not considered to result in material harm to the character of the area or the Conservation Area and is considered consistent with the emerging character of the town centre as discussed above. The use of brick in the proposed building would reflect the prevalence of brick in the Conservation Area. Overall the proposed development is therefore considered to preserve the character and setting of the Conservation Area in accordance with Core Strategy (2012) policy CS20, Woking DPD (2016) DM20 and the NPPF (2012).

Impact on Neighbours:

15. The main residential neighbours are those on Chertsey Road to the north-east and south-west and in Enterprise Place and Bramwell Place to the north-east. The impact on these neighbours is discussed below.
16. In determining the potential impacts on neighbours in terms of loss of light, a key test is the analysis of the Vertical Sky Component (VSC) which quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. This 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 Guide, if the VSC measured at the centre of a window, is at least 27%

12 DECEMBER 2017 PLANNING COMMITTEE

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 0.8 times its former value, occupants of the existing building will notice the reduction in the amount of light. The BRE Guide makes allowances for different target values in cases where a higher degree of obstruction may be unavoidable such as historic city centres or modern high rise buildings. The guide states that the 27% value is “*purely advisory and different targets may be used on the special requirements of the proposed development or its location*”.

Neighbours on Chertsey Road:

17. The adjoining neighbour to the north-east at No.48 Chertsey Road is a two storey commercial building with no residential units. The neighbour further to the north-east at No.50-52 Chertsey Road features a commercial unit on the ground floor but is understood to contain a flat at first floor level and features windows on the front, side and rear. The submitted BRE Report identifies that two windows on the side elevation of this building would fail the BRE test outlined above however one of these is understood to serve a staircase, and therefore a non-habitable room, and the other serves as a secondary window. The window on the rear elevation would also fail the BRE guidance however it should be borne in mind that this window faces north and already achieves less than 27% VSC. The remaining windows serving No.50-52 pass the BRE guidance. No.54 Chertsey Road is in commercial use and the adjacent property at No.54a is understood to feature a first floor flat however windows serving these flats comply with the relevant BRE guidance, as do the remaining properties at No.56-58.
18. To the south of the site is No.59 Chertsey Road positioned on the corner with Duke Street. One window on the front elevation of this property fails the BRE guidance however this is a secondary window to a room served by other windows which pass the BRE guidance. Habitable room windows would not directly face these neighbours and the proposed building would be 30m from No.59 at its nearest point; the proposal is not therefore considered to result in an undue overlooking or overbearing impact on these neighbours.

Enterprise Place:

19. Enterprise Place at No.175 Church Street is a 9x storey block of flats positioned to the north-east of the proposal site. The proposed building would be positioned 33m from Enterprise Place at its nearest point. The submitted BRE Assessment demonstrates an acceptable loss of light impact on all the windows on the front elevation of this block in accordance with BRE guidance. The proposed building would not be positioned directly opposite Enterprise Place and the separation distance complies with the recommended minimum of 15m set out in the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008). The proposal is therefore considered to have an acceptable impact on these neighbours in terms of loss of light, overlooking and overbearing impacts.

Bramwell Place:

20. Bramwell Place is a six storey block of flats positioned on the roundabout to the north-east approximately 110m from the proposal site. The submitted BRE Assessment demonstrates an acceptable loss of light impact on the windows in Bramwell Place and the separation distance exceeds the guidance within the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008). The proposal is therefore considered to have an acceptable impact on these neighbours in terms of loss of light, overlooking and overbearing impacts.

12 DECEMBER 2017 PLANNING COMMITTEE

Other neighbours:

21. The remaining neighbouring properties in the immediate area are in non-residential use; opposite the site to the north is the Victoria Way car park, to the south-east is Dukes Court which is a large office complex and the adjoining neighbour to the west is the HG Wells Centre.
22. Overall the proposal demonstrates a high degree of compliance with the BRE guidance in terms of daylight impact and the proposed development is considered to form an acceptable relationship with neighbours in terms of overbearing and overlooking impacts. The proposal is therefore considered to have an acceptable impact on the amenities of neighbours and accords with Core Strategy (2012) policy CS21, Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008) and the National Planning Policy Framework (2012).

Transportation Impact:

23. The maximum parking standard for the proposed development would be 68x spaces in accordance with the Council's Parking Standards (2006). The Council's new Parking Standards SPD (2017) is in draft form and so is not afforded significant weight; in any case the SPD does allow for reduced standards in the Woking Town Centre where fully justified. The proposed development would include 2x off-street disabled parking spaces on the Church Street East frontage and the development would therefore effectively be car-free. The size of the site means the provision of a basement car parking level would not be feasible and there is limited scope for surface-level car parking at ground floor level.
24. The proposal site is in a particularly sustainable location within the town centre, close to local amenities and Woking Train Station and within the 'High Accessibility Zone' as established by the Council's Parking Standards (2006). 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 and states that zero parking can be considered in Woking Town Centre where proposals do not create new or exacerbate existing on-street parking problems. 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. It is not therefore considered that the proposal would place an unacceptable pressure on on-street parking availability. It is also borne in mind that the Council's current Parking Standards (2006) are maximum standards and the objectives set out in these standards include promoting sustainable modes of travel and reducing levels of car parking in new developments within the High Accessibility Zone.
25. A Transport Assessment has been provided which suggests that most trips are anticipated to be via sustainable modes of transportation and the assessment concludes that the proposal would not result in a significant transportation impact. 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 car club scheme 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

12 DECEMBER 2017 PLANNING COMMITTEE

vehicles available further south on Guildford Road at Quadrant Court. Secure cycle storage for 68x bicycles is accommodated within the building in accordance with the Council's Parking Standards (2006). A bin store is identified at ground floor level with sufficient capacity to accord with the Council's 'Waste and recycling provisions for new residential developments' guidance.

26. Given the sustainable location of the proposal site, the proximity to municipal car parks and the on-street parking controls in the town centre, the level of parking provision proposed is considered acceptable and consistent with the aims of the Core Strategy (2012) and NPPF (2012).
27. The County Highway Authority has reviewed the proposal and raises no objection on highway safety or capacity grounds subject to a number of conditions. One of these is to secure highways improvements in the form of a raised table junction at the corner of Duke Street and Chertsey Road and at the junction with Stanley Road and Maybury Road further to the south-east. The appropriate use of planning conditions is governed by the 'six tests' as set out by Paragraph 206 of the NPPF (2012) which establish that conditions must be necessary, relevant to planning, relevant to the development, enforceable, precise and reasonable. The Community Infrastructure Levy Regulations (2010) (as amended) govern the application of planning obligations; Section 122(2), Part 11 of the Regulations sets out three legal tests for the application of Section 106 Agreements as follows:

"A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—

 - (a) necessary to make the development acceptable in planning terms;*
 - (b) directly related to the development; and*
 - (c) fairly and reasonably related in scale and kind to the development"*
28. It is not considered that it would be reasonable or necessary to require new raised table junctions to serve the proposed development. Traffic speeds at the Duke Street/Chertsey Road junction are already relatively low due to traffic calming measures already in place and there is a relatively unhindered pedestrian route from the site to the train station and other parts of the town centre. The proposed development would rely on pedestrian movements however there is already an established network of footpaths in the town centre and there is already access to local facilities. The Stanley Road/Maybury Road junction is remote from the proposal site and is approximately 170m to the south-east and is not considered directly related to the proposed development. Overall the highways works suggested are not considered necessary to make the proposed development acceptable or directly related to the proposed development and its transportation impact. The CHA also request a S106 clause excluding residents from parking permits however considering the points discussed above, future residents would already be excluded from on-street parking permits by the Council's parking permit policy as discussed above and such a clause is not therefore considered necessary.
29. Considering the sustainable location of the proposal site, the proposal is considered to result in an acceptable transportation impact and is considered consistent with the aims of Core Strategy (2012) policy CS18 and the NPPF (2012) in promoting sustainable forms of travel and directing development towards the town centre.

Standard of Accommodation:

30. The proposed units would range in size from 37.5m² to 88.2m² and would comply with the minimum space standards set out in the National Technical Housing

12 DECEMBER 2017 PLANNING COMMITTEE

Standards (2015). Every unit would have access to a private balcony area in accordance with the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008).

31. The applicant's BRE Assessment assesses the 'Average Daylight Factor' (ADF) within the proposed development which is a measure of the level of daylighting to internal rooms. The assessment concludes that 90% of habitable rooms within the development would achieve good levels of internal daylighting in accordance with BRE guidance which is considered acceptable when considering the town centre location of the proposal site. The applicant has provided a Noise Survey which demonstrates acceptable internal noise levels in the proposed units subject to the recommendations in the report which can be secured by condition (Condition 20).
32. Overall the proposal is therefore considered to achieve an acceptable standard of accommodation for future residents.

Housing Mix:

33. 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. Figure 2 below shows the comparison between the need for different sizes of homes across the West Surrey SHMA (September 2015), and the number and percentage of the housing by bedrooms size as proposed in the application.

Unit Size	2015 SHMA split of all dwellings by size	Proposal – Total number of dwellings by size	% of dwellings proposed by size
1 bed	20%	50	73.5%
2 bed	30%	16	23.5%
3 bed	35%	2	3%
4 bed	15%	0	0%
5 bed		0	0%
Total	100%	86	100.0%

34. The proposal would comprise 73.5% one bedroom flats, 23.5% two bedroom flats and 3% three bedroom. Whilst this mix does not deliver a majority of family sized units in accordance with the SHMA, the proposal is considered an appropriate mix for a high density development in the town centre. Policy CS11 does state that lower proportions of family accommodation can be considered acceptable in locations in the Borough, such as the town centre, which are suitable for higher density development. Overall the proposal is considered to result in an acceptable housing mix when considering the context of the proposal site.

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

35. 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).

12 DECEMBER 2017 PLANNING COMMITTEE

36. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL) however the SAMP element of the SPA tariff is required to be addressed outside of CIL. The applicant has agreed to make a SAMP contribution of **£36,646** in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 as a result of the net gain of 68x dwellings which would arise from the proposal.
37. 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'.

Sustainability:

38. 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.
39. 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 10 & 11). The Climate Change SPD (2013) identifies areas of the town centre where there is potential for future CHPs and heat networks. Subject to technical feasibility and financial viability, all 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 indicated that they will be connecting to the local CHP network and a condition can be attached to require details of this (Condition 12).

Affordable Housing:

40. As the proposal is for more than 15x dwellings, the policy requirement of Core Strategy (2012) policy CS12 is that 40% of dwellings should be affordable. The applicant however has submitted viability information suggesting that the proposed development would not be viable and therefore is unable to make a contribution towards affordable housing. The Council's independent viability consultants (Kempton Carr Croft) were commissioned to independently review this viability information who concur with the applicant that the scheme would not be viable to provide on-site affordable housing or a financial contribution. On this basis, the proposed development would not deliver a contribution towards affordable housing provision. It is however considered appropriate to ensure an 'Overage Agreement' is applied as part of the Section 106 Agreement, should the scheme become viable.

12 DECEMBER 2017 PLANNING COMMITTEE

Sustainable Drainage Systems (SuDS):

41. The NPPF (2012) and Core Strategy (2012) policy CS9 states that Local Planning Authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SuDS). In April 2015 the Government strengthened planning policy on the provision of sustainable drainage for 'Major' planning applications. In line with the guidance, all 'Major' applications being determined from the 6th April 2015, must consider SuDS at application stage which are now a material planning consideration.
42. The applicant has provided sustainable drainage information which has been reviewed and considered acceptable by the Council's Flood Risk and Drainage Engineer subject to conditions (Conditions 16-18). The proposal is therefore considered acceptable in terms of drainage.

Contamination:

43. Given the historic uses of the site and neighbouring sites, there is potential for ground contamination. The Council's Scientific Officer has been consulted and raises no objection subject to a condition requiring investigation and remediation of potential contamination (Condition 13).

Impact on Trees:

44. There are two street trees to the front of the site on Chertsey Road which are identified as being retained as part of the proposal. The Council's Tree Officer has been consulted and raises no objection subject to a condition securing information showing how these trees would be protected (Condition 19).

Site Allocations and Neighbouring Sites:

45. The proposal site forms part of a large 'wedge' shaped block which includes the HG Wells centre and properties at No.48-58 Chertsey Road which is allocated in the Council's Draft Site Allocations DPD (2015) (Site ref: UA18) for a comprehensive mixed use development. The current application is for the development of No.46 Chertsey Road in isolation of neighbouring units. Whilst it would be desirable for a more comprehensive redevelopment proposal incorporating neighbouring sites to come forward, the current application must be treated on its own merits and the Site Allocations DPD is in draft form and so is afforded limited weight. It is however important that the proposed development should not prejudice the development potential of adjoining properties. The proposed building has been designed to avoid side-facing habitable room windows and so is not considered to unduly prejudice the development potential of neighbouring sites.

Community Infrastructure Levy:

46. The proposed development would be liable to make a CIL contribution of **£430,255.38**

CONCLUSION

47. Considering the points discussed above, the proposal is considered an acceptable form of development which would have an acceptable impact on the amenities of neighbours, on the character of the area and in transportation terms. Subject to a Legal Agreement, the proposal is considered to have an acceptable impact on the Thames Basin Heath SPA. The proposal therefore accords with the Development

12 DECEMBER 2017 PLANNING COMMITTEE

Plan and is therefore recommended for approval subject to conditions and a Legal Agreement as outlined below.

PLANNING OBLIGATIONS

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

	Obligation	Reason for Agreeing Obligation
1.	SAMM (SPA) contribution of £36,646	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.	Funding of a year's membership of the existing Enterprise-operated Woking Town Centre Car Club to those occupiers wishing to become members.	To accord with policy CS18 of the Woking Core Strategy (2012) and the NPPF (2012)
3.	An affordable housing 'Overage Agreement'	To accord with policy CS12 of the Woking Core Strategy (2012) and the NPPF (2012)

BACKGROUND PAPERS

1. Site visit photographs
2. Consultation responses
3. Neighbour representations
4. 'Major' Site Notice dated 03/08/2017
5. 'Conservation Area' Site Notice dated 03/08/2017

RECOMMENDATION

PERMIT subject to the following conditions and S106 Agreement:

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

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

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

00-ZZ-DR-A-3_03-001 Rev.D0-1 received by the LPA on 18/09/2017
00-ZZ-DR-A-3_03-002 Rev.D0-2 received by the LPA on 18/09/2017
00-ZZ-DR-A-3_03-003 Rev.D0-1 received by the LPA on 12/07/2017

00-ZZ-DR-A-3_04-001 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_04-002 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_04-003 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_04-004 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_04-005 Rev.D0-1 received by the LPA on 12/07/2017

00-ZZ-DR-A-3_05-001 Rev.D0-1 received by the LPA on 12/07/2017

12 DECEMBER 2017 PLANNING COMMITTEE

00-ZZ-DR-A-3_05-002 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_05-003 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_05-004 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_05-005 Rev.D0-1 received by the LPA on 12/07/2017
00-ZZ-DR-A-3_05-006 Rev.D0-1 received by the LPA on 12/07/2017

00-00-DR-A-3_03-002 Rev.D0-1 received by the LPA on 12/07/2017
00-XX-DR-A-3-3-02-001 Rev.D0-1 received by the LPA on 12/07/2017
00-XX-DR-A-3-90-001 Rev.D0-1 received by the LPA on 12/07/2017
00-XX-DR-A-3_02-003 Rev.D0-1 received by the LPA on 12/07/2017
00-XX-DR-A-3_03-003 Rev.D0-1 received by the LPA on 12/07/2017

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

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 commencement of any above-ground works in connection with the development hereby permitted, detailed bay elevations at 1:50 scale of key components of the building including areas of brick detailing, windows and balconies 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.

6. Prior to the first occupation of the development hereby approved, space shall be laid out within the site in accordance with the approved plans listed in this notice for vehicles and bicycles and thereafter the parking and cycle storage areas shall be permanently retained and maintained for their designated purpose.

12 DECEMBER 2017 PLANNING COMMITTEE

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

7. Prior to the first occupation of the development hereby approved, the proposed vehicular access onto Church Street East shall be constructed in accordance with the approved plans.

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

8. ++ Prior to the commencement of the development hereby approved a Method of Construction Statement, to include details of points (a) to (h) below shall be submitted 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

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.

9. Prior to the first occupation of the residential parts of the development hereby approved, a Full Residential Travel Plan in accordance with Surrey County Council's 'Travel Plans Good Practice Guide' (2010) shall be submitted to and approved in writing by the Local Planning Authority. The approved Full Residential Travel Plan shall thereafter be implemented, retained, maintained and developed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

10. ++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

12 DECEMBER 2017 PLANNING COMMITTEE

(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.

11. 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.

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.

12. ++ Prior to the commencement of the development hereby approved, details, including timescales, of the connection of the development hereby approved to the local Combined Heat and Power (CHP) network 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 and to comply with Policy CS22 of the Woking Core Strategy 2012.

13. ++ Prior to the commencement of the development hereby permitted, a scheme to deal with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority.
 - (i) The above scheme shall include :-
 - (a) a contaminated land desk study and suggested site assessment methodology;
 - (b) a site investigation report based upon (a);
 - (c) a remediation action plan based upon (a) and (b);
 - (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;

12 DECEMBER 2017 PLANNING COMMITTEE

and (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)

(f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out

(ii) Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details and timescales as may be agreed.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CS9 and CS21 of the Woking Core Strategy 2012.

14. No 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 environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

15. Prior to the installation of any external lighting including floodlighting, details of the lighting (demonstrating compliance with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for Reduction of Light Pollution' and the provisions of BS 5489 Part 9) shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed and maintained in accordance with the agreed details thereafter.

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

16. ++ Prior to the commencement of the development hereby approved, construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed and maintained in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first occupation of the development hereby approved. No alteration to the approved drainage scheme shall occur without prior written 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.

17. Prior to first occupation of the development hereby approved, 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 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

12 DECEMBER 2017 PLANNING COMMITTEE

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.

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

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

19. ++ Prior to the commencement of the development hereby approved (including clearance and demolition) tree protection details shall be submitted to and approved in writing by the Local Planning Authority. These details shall adhere to the principles embodied in BS 5837 2012 and shall include a Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement. The details shall make provision for the convening of a pre-commencement meeting and Arboricultural supervision by a suitably qualified and experienced Arboricultural Consultant for works within the RPAs of retained trees. Full details shall be provided to indicate exactly how and when the retained trees will be protected during the site works. The development shall 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.

20. The development hereby approved shall be constructed in accordance with the recommendations set out within the Noise Statement prepared by WYG dated June 2017. Development shall thereafter take place and be maintained in accordance with the agreed details.

Reason: To protect the residential amenities of future occupiers.

12 DECEMBER 2017 PLANNING COMMITTEE

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 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.
3. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
4. When an access is to be closed as a condition of planning permission a licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. The developer is advised that the detailed design of the part(s) of the development on-site basement that temporarily and permanently support the public highway may require approval from Surrey County Council Structures Team before any works are carried out on the site which remove existing support provided to the public highway by the land within the development site. For further information contact the Surrey County Council Structures Team.
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. 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 under the Control of Pollution Act 1974, works which will be audible at the site boundary will be restricted to the following hours:-

12 DECEMBER 2017 PLANNING COMMITTEE

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.

9. The provisions of The Party Wall 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 setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
10. The applicant is advised that this application is liable to make a CIL contribution of **£430,255.38**. 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.
11. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality
12. 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.