

## 17 MARCH 2020 PLANNING COMMITTEE

6a PLAN/2019/1141

WARD: Canalside

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

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

**APPLICANT:** Watkin Jones Group PLC and McKay Securities PLC

**OFFICER:** David Raper

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### **ENVIRONMENTAL IMPACT ASSESSMENT (EIA)**

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

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

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

### **SUMMARY OF PROPOSED DEVELOPMENT**

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

- 366x residential units (50x studio, 204x one bed and 112x two bed)
- 964m<sup>2</sup> of commercial floor space (Use Classes A1/A2/A3)
- 854m<sup>2</sup> of community use floor space (Use Classes D1/D2)
- 55x parking spaces in a basement parking level

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

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

The development is intended as a Build to Rent scheme whereby units are built and retained by the developer on a long-term basis specifically for the rental market. The proposal includes the provision of various internal and external shared amenity spaces for residents. At ground floor level an area of public realm would be provided of 497m<sup>2</sup> in area fronted by the proposed commercial and community uses and the proposal incorporates a pedestrian link through the site from the Public Realm onto Chertsey Road.

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

### **PLANNING STATUS**

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

### **RECOMMENDATION**

GRANT planning permission subject to conditions and Section 106 Agreement.

### **SITE DESCRIPTION**

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

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

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

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

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

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

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

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

### **RELEVANT PLANNING HISTORY**

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

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

### **CONSULTATIONS**

#### **Internal Consultees:**

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

#### **Surrey County Council Consultees:**

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

#### **Other Consultees:**

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

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

### Aviation:

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

### Neighbouring Authorities:

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

### REPRESENTATIONS

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

- Proposed building is too high, dominating and overbearing

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

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

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

### **RELEVANT PLANNING POLICIES**

#### National Planning Policy Framework (NPPF) (2019):

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 5 - Delivering a sufficient supply of homes

Section 6 - Building a strong, competitive economy

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 10 - Supporting high quality communications

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

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

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

#### Woking Core Strategy (2012):

Spatial Vision

CS1 - Spatial strategy for Woking Borough

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

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

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

### Supplementary Planning Documents:

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

### Other Material Considerations:

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

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

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

### **PLANNING ISSUES**

#### Principle of Development:

1. Woking Core Strategy's (2012) 'Spatial Vision' for the borough states that "*Woking will be a regional focus of economic prosperity centred on a vibrant, enhanced town centre that provides a good range of quality shops, jobs, cultural facilities, services and infrastructure to cater for the Borough's needs...*". Policy CS1 seeks to direct most new development to previously developed land in in town, district and local centres which offer the best access to a range of services and facilities and states that:

*"Woking Town Centre will be the primary focus of sustainable growth to maintain its status as an economic hub with a flourishing, diverse and innovative economy and a transport hub which provides transport services, links and communication linking people to jobs, services and facilities. The town centre is designated as a centre to undergo significant change and the provision of a range of shops, cultural facilities, jobs and housing to meet locally identified needs and the needs of modern businesses will be encouraged. Main town centre uses as defined in the NPPF, will be acceptable in principle, subject to the requirements of the policies of the Core Strategy".*

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

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

4. Core Strategy (2012) policy CS10 sets out an indicative density range of in excess of 200 dph within Woking Town Centre, although states that the density ranges set out are indicative and will depend on the nature of the site and that higher densities will be permitted in principle where they can be justified in terms of the sustainability of the

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location and where the character of the area would not be compromised. The reasoned justification text to Policy CS10 sets out that Woking Town Centre is one of the broad locations for long-term residential development in accordance with the overall spatial approach of the Woking Core Strategy (2012), helping to minimise the impact on important biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport. Furthermore, the use of Woking Town Centre sites will help minimise the amount of land that will be needed to be released from the Green Belt to meet housing need.

5. The draft Site Allocations Development Plan Document (DPD) (November 2019) can be given substantive weight as it has been published for Regulation 19 consultation, has been submitted to the Secretary of State and has been subject to Public Examination. The purpose of the Site Allocations DPD is to allocate land for a range of uses to deliver the spatial vision, objectives and development requirements of the Core Strategy. The proposal site, along with neighbouring sites at No.46-58 Chertsey Road, are allocated in the Site Allocations DPD as a single site of 0.69ha (ref: UA15). The site is allocated for a mixed use scheme to comprise community, leisure, offices and residential, including affordable housing. The DPD states that the re-provision of the existing conference facility is a pre-requisite of development on the site and expects at least 67x dwellings to be accommodated on the site. The reasoned justification for the site goes on to acknowledge that the re-provision of the conference facility as part of the Victoria Square development is a possibility. The DPD goes on to state that redevelopment of the site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and upgrade a currently underutilised area. The DPD acknowledges that site comprises different smaller sites that the development of individual parts of the site should complement one another, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this important Town Centre site.
  
6. There is therefore a strong planning policy presumption in favour of high density, high quality, mixed use developments in Woking Town Centre. The existing site comprises a variety of different uses as outlined in Figure 1 below.

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

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Coffee Shop (Use Class A3)	76.2 m2
<b>Total</b>	<b>9,128 m2</b>

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

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

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

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

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

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

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

*HG Wells Conference Centre and Fiery Bird:*

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

Figure 3 - HG Wells - Delegate/Dining Capacities, Different Layouts						
Room	Boardroom	Cabaret	Theatre	School room	Dining	U shape
<b>Wells room (472.5m<sup>2</sup>)</b>	-	200	600 (416 <sup>1</sup> )	144	300	-
<b>Kemp room (205m<sup>2</sup>)</b>	60	96	200	54	120	60
<b>Griffin room (135m<sup>2</sup>)</b>	20	36	80	18	70	24
<b>Ogilvy room (67m<sup>2</sup>)</b>	26	25	60	20	48	36
<b>Elphinstone room (22m<sup>2</sup>)</b>	10	-	12	12	-	-
<b>Henderson Room (18m<sup>2</sup>)</b>	8	-	8	8	-	-
<sup>1</sup> Raked Seating						
Source: HG Wells Marketing information						

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

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

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

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

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

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17. In terms of the Coign Church events, the church has recently completed a large extension to form a new auditorium at the church on Church Street West with a capacity of up to 875x people which removes the need to use HG Wells. These users would therefore be accommodated in the extended and upgraded facilities in the Coign Church.
18. However the 'accredited' users of the existing facilities represent a variety of community uses which are, at present, heavily subsidised with 80-90% discounts. These groups include:
  - Woking Symphony Orchestra
  - Woking Choral Society
  - Dance Woking Borough Council Epworth Choir
  - Woking Music Festival
  - The Phoenix Cultural Centre/Fiery Bird
  - Woking Boxing Club
19. It is considered important that the needs of these groups are considered as part of the redevelopment proposals as the new facilities in Victoria Square are unlikely to be affordable for these users. The Demand Assessment examines the particular requirements for different groups; for example the Woking Symphony Orchestra require a stage of 96m<sup>2</sup> to accommodate 60-80 players, dressing rooms storage and reception desk and audience numbers typically range from 200-300. These groups currently typically use the Wells Room for concerts and rehearsals.
20. To respond to the requirements of these existing uses and to compensate for the loss of existing spaces, the proposed development incorporates a space of 854m<sup>2</sup> in D1 (Non-residential institution)/D2 (Assembly and leisure) use. This incorporates a large double-height space of 533m<sup>2</sup> at ground floor level accessed from the area of public realm and a 200m<sup>2</sup> space at first floor level which would have access to an external first floor roof terrace. The applicant has shown indicative internal layouts which would have the potential to accommodate a stage, dressing rooms, WCs, storage areas and reception area.
21. The proposed space would be larger than the Wells Room (854m<sup>2</sup> compared to 472.5m<sup>2</sup>) and the main ground floor space would be comparable to the Wells Room (533m<sup>2</sup>). The proposed space is considered to provide a large, flexible, multi-function space which is capable of accommodating the existing community uses which are currently accommodated in the HG Wells Centre and Fiery Bird.

### *The Big Apple and drinking Establishment:*

22. The Big Apple is a large entertainment complex comprising a bowling alley, arcade and Laser Quest. It is not intended to re-provide this facility as part of the proposed redevelopment. However as part of the replacement Red Car Park development (PLAN/2018/1114) which is currently under construction, approximately 8,208m<sup>2</sup> of commercial floor space in A1/D2 use is included at ground and first floor levels. Even if half of the proposed floor space is used for D2 (Assembly and leisure) use, this would be comparable to the floor space of The Big Apple. In this context, the proposal would not result in an overall loss of D2 floor space in Woking Town Centre.
23. Whilst an A4 (drinking establishment) use would not be re-provided as part of the proposal site, there are a variety of A4 uses in the Town Centre including new premises. It should also be borne in mind that the proposal would result in an overall increase in 'A' class uses compared to the existing situation which would add to the vitality and viability of Woking Town Centre generally.

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### *Bingo Hall:*

24. The existing bingo hall occupies a 1,614m<sup>2</sup> space at third floor level in the existing building. This use would be lost as part of the development and would not be catered for in the proposed development or elsewhere in the Town Centre. The applicant's Demand Assessment indicates that market for venue-based bingo is declining with a growing trend for online gaming. The assessment goes on to state that there are eight other bingo venues within 21 miles of the proposal site. Notwithstanding the above, Core Strategy (2012) policy CS2 establishes a presumption against the loss of entertainment facilities in Woking Town Centre and the proposal would therefore conflict with this policy.
25. As discussed elsewhere in this report, overall the proposal would result in a positive regenerative effect on this part of the town centre through the provision of new public realm, new active frontages and commercial uses at ground floor level and a new pedestrian linkage through the site. The proposal would also result in the provision of new dwellings in highly sustainable location and would make efficient use of previously developed land. The existing bingo hall makes relatively inefficient use of land and the public benefits outlined above are considered to outweigh the harm caused by the loss of an existing entertainment facility.

### *Hotel:*

26. The Metro Hotel occupies a building of up to six floors and is accessed via Chertsey Road. The hotel is understood to contain 26x rooms and is approximately 800m<sup>2</sup> in area. Whilst the Core Strategy (2012) establishes Woking Town Centre as the preferred location for hotel development, there is no policy presumption against the loss of existing hotel facilities. As part of the Victoria Square development, a new 23x storey, 189x bed hotel is under construction and the town centre is currently served by a range of other hotels. In this context, the town centre is considered well-served by hotel accommodation and the loss of the existing hotel in the context of its replacement with a high density mixed use development is considered consistent with the aims of the Development Plan and is not considered to result in an undue loss of hotel accommodation.

### *Proposed Uses:*

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

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

### *Summary:*

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

### Character and Design:

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

### *Policy Context:*

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

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

36. Policy CS21 ‘Design’ states that tall buildings can be supported in the town centre where they are well designed and can be justified within their context requires development proposals to *“respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land”*. Section 12 of the NPPF (2019) states that *“Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions”* and requires development proposals to *“add to the overall quality of the area...”*, to be *“visually attractive as a result of good architecture...”*, to be *“sympathetic to local character and history, including the surrounding built environment...”* and *“establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit”*.
37. The Woking Design (2015) SPD establishes that the criteria against which tall buildings will be considered as set out below:
- “1. a formalised design review process during the evolution of the scheme;*
  - 2. Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;*
  - 3. heritage assets that might be affected by the proposal;*
  - 4. Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and*
  - 5. Pay particular attention to the environment created the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces”*
38. The proposal has been subject to extensive pre-application discussions and was subject to three Design Review Panels chaired by Design South East. As a result of this process the layout, design, bulk and massing of the development has been refined to reflect the comments of Officers and the Design Review Panel. The most recent comments from the Design Review Panel are supportive of the proposal subject to several refinements. It is considered that the proposed plans sufficiently respond to and reflect the comments of the Design Review Panel.

### *Height:*

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

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

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

### *Townscape and Visual Impact:*

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

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

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

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

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

### *Design, Bulk and Massing:*

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

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

### *Active Frontages:*

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

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

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

### *Layout, Public Realm and Landscaping:*

66. Historically, there was a route through the middle of the site which continued from Commercial Way to the junction with Duke Street to the east. As with most of Woking Town Centre, the historic pattern of roads has altered significantly since the mid C20 and the route through the site no longer exists. The proposal incorporates an area of public realm forming a courtyard and a pedestrian route through the development linking to Chertsey Road. The provision of a route through the site was considered important during pre-application discussions and by the Design Review Panel which has resulted in the route being incorporated into the proposal. The provision of this pedestrian link would revive a historic route through the site and would improve the pedestrian permeability of the proposal site and the town centre generally. The proposal is considered consistent with the NPPF (2019) which promotes the creation of attractive and legible pedestrian routes.
67. The proposed developed would adopt a 'horseshoe' arrangement around an area of public realm in the south-west of the site. This space would be accessed from the existing public realm outside the existing Big Apple and Crown House and would be approximately 500m<sup>2</sup> in area. This space incorporates hard and soft landscaping including tree planting and the plans indicatively show high quality hard landscaping which is similar in appearance to the public realm along Commercial Way. The public realm would be animated by active frontages comprising the entrance to the proposed D1/D2 unit, the principal residential entrance and lobby area and two proposed commercial units. This space would therefore be animated by footfall and would be well overlooked by windows facing the courtyard and from external amenity areas at first floor level. The proposal presents an opportunity for restaurant/café uses with external seating areas which would provide further animation and vibrancy to this space.

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

### *Summary:*

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

### Impact on Heritage Assets:

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

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

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

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

### *Conservation Areas:*

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

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### *Listed Buildings:*

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

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

### *Locally Listed Buildings:*

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

### *Archaeology:*

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

### Impact on Surrounding Properties:

85. There are residential neighbours in the surrounding area and the proposed building would introduce extra height, bulk and massing on the proposal site. Core Strategy (2012) policy CS21 'Design' requires development proposals to "*Achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook*". In terms of potential overlooking and loss of privacy, the Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) sets out recommended separation distances for different relationships and different building heights. For three storey development and above the SPD recommends a minimum separation distance of 15m for 'front-to-front' relationships and 30m for 'rear-to-rear' relationships to avoid undue overlooking however these standards are advisory and the SPD makes clear that the context of development proposals will be of overriding importance.
86. In terms of potential impact on daylight and sunlight, the Building Research Establishment (BRE) have set out guidelines for assessing such impacts ('Site Layout Planning for Daylight & Sunlight. A Guide to Good Practice' 2011). The BRE guidance states that "*If, for any part of the new development, the angle from the centre of the lowest affected window to the head of the new development is more than 25°, then a more detailed check is needed to find the loss of skylight to the existing buildings*". The BRE Guide is, however, a guide and compliance is not mandatory, since the actual effect can be influenced by other factors.
87. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the guidelines are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. This is reflected in the National Planning Practice Guidance 'Effective Use of Land' which states that "*...in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and*

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

88. It is also a material consideration that Paragraph 123(c) of the NPPF (2019) states that *“local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)”*.

### *Daylight:*

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

### *Sunlight:*

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

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

### *No.29-47 Chertsey Road:*

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

### *No.59 Chertsey Road:*

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

### *O'Neil's, Chobham Road:*

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

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

### *No.1-7 Chobham Road:*

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

### *No.32 Chertsey Road:*

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

### *No.50-54a Chertsey Road:*

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

### *Bramwell Place and William Booth Place:*

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

### *No.11-20 The Broadway:*

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

### *Century Court, Victoria Way:*

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

### *Enterprise Place, Church Street East:*

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

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

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

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

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

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

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

### *Concord House (PLAN/2018/0660):*

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

### *Other neighbours:*

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

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*Summary:*

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

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

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

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

Standard of Accommodation:

115. The internal floor areas of the proposed dwellings range from 37m<sup>2</sup> to 71m<sup>2</sup>. All the proposed units would meet the recommended minimum standards set out in the National Technical Housing Standards (2015). 34x of the units would feature private balconies however all the units would have access to generous shared internal and external amenity space. This is in the form of an internal residential amenity space of approximately 372m<sup>2</sup> at first floor level and another space at Level 22 which the applicant identifies as including a gym, yoga studio, cinema room, communal kitchen and dining space and shared work space. A large external roof terrace at first floor level of 586m<sup>2</sup> is proposed with high quality hard and soft landscaping indicatively shown. In addition, external amenity space is also identified in the form of roof terraces at Levels 22 and 25 of 118m<sup>2</sup> and 350m<sup>2</sup> respectively. The proposal is therefore considered to offer a significant level of high quality communal amenity space.
116. The Daylight and Sunlight Report assess the quality of lighting of a sample of rooms within the proposed development. The BRE guidance uses the Average Daylight

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

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

### Transportation Impact:

#### *Parking:*

120. The Council's Parking Standards SPD (2018) set minimum parking standards for residential development, however the SPD makes clear that on-site provision below the minimum standards will be considered for developments in Woking Town Centre and states that the application of the parking standards needs to be balanced with the overall sustainability objectives of the Core Strategy (2012).
121. Core Strategy (2012) policy CS18 seeks to direct new development to the main urban areas of the borough which are served by a range of sustainable transport modes in order to minimise the need to travel. The NPPF (2019) promotes sustainable transport through focussing significant development on sustainable locations, limiting the need to travel and offering a genuine choice of transport modes. Paragraph 109 sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
122. The proposal would result in a total provision of 55x parking spaces in a basement level car park served by a new vehicular crossover onto Church Street East. The proposal site is in a particularly sustainable location, being well-served by amenities, employment and transport links, including Woking Train Station. Whilst the proposal

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

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

### *Impact on Highway Network:*

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

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

### *Servicing and Bin Storage:*

129. The proposal incorporates an 81m<sup>2</sup> bin store on the Chertsey Road frontage and a 291m<sup>2</sup> bin store on the Church Street East frontage. The bin stores identify a sufficient number of refuse, recycling, food and other bins to accord with the Council's Waste Practice Guidance and no objection is raised by the Council's waste collection contractor. The larger refuse store would be served by a new loading bay on Church Street East which would allow bin collections to take place off the highway. The smaller bin store would be accessible from existing loading bays on Chertsey Road which reflects the existing situation. The dedicated loading bay would also allow for day-to-day deliveries to the development. These servicing arrangements are considered acceptable and the County Highway Authority raise no objection.
130. In the south-west corner of the site facing Chertsey Road is a gated bin storage and servicing area serving the adjacent O'Neil's Public House. This would be re-provided as part of the proposal with a gated, enclosed space which would reflect the existing situation.
131. Considering the points discussed above, overall the proposal is considered to deliver an acceptable level of off-street parking and would provide sufficient cycle and bin storage and space for servicing. The County Highway Authority has reviewed the proposal and raises no objection subject to conditions. Overall the proposal is considered to result in an acceptable transportation impact.

### Affordable Housing:

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

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

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

### Housing Mix:

137. Core Strategy (2012) policy CS11 requires proposals to address local needs as evidenced in the Strategic Housing Market Assessment (SHMA) which identifies a need for family accommodation of two bedrooms or more. The most recent published SHMA (September 2015) is broadly similar to the mix identified in policy CS11. However policy CS11 goes on to state that "*The appropriate percentage of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme*" and the reasoned justification for policy CS11 goes on to state that "*Lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments*".
138. The proposed development would deliver the number and proportion of dwellings set out in Figure 7 below.

*Figure 7 – Housing Mix*

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

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

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### Impact on Drainage and Flood Risk:

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

### Impact on Wind Microclimate:

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

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

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

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

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

### Sustainability:

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

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

151. Core Strategy (2012) policy CS22 'Sustainable Construction' requires new non-residential development of 1,000m<sup>2</sup> or more to comply with BREEAM 'very good' standard. The applicant has submitted a BREEAM pre-assessment for the commercial floor space confirming that a BREEAM 'very good' standard is achievable.

### Ecology:

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

### Air Quality:

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

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### Aviation:

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

### Contamination:

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

### Community Infrastructure Levy (CIL):

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

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### **CONCLUSION – THE PLANNING BALANCE**

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

### **PLANNING OBLIGATIONS**

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

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

### **BACKGROUND PAPERS**

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

### **RECOMMENDATION**

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

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

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

### Time limit:

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

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

### Approved Plans:

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

#### Site Location Plan:

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

#### Existing Plans:

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

#### Proposed Floor Plans:

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

#### Proposed Elevations:

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

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

### Proposed Bay Elevations:

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

### Proposed Highway Drawings:

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

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

### **Materials and Landscaping:**

3. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until sample panels of all external materials have been inspected by a Council Planning Officer and subsequently approved in writing by the Local Planning Authority, unless otherwise first agreed in writing by the Local Planning Authority. The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

4. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until drawings at 1:10 scale (including sections) or at another scale first agreed in writing by the Local Planning Authority showing all external construction detailing have been submitted to and approved by the Local Planning Authority in writing, unless otherwise agreed in writing by the Local Planning Authority. The drawings shall include details of:
  - a) the facade of the building including typical bay details
  - b) brick detailing
  - c) main entrances

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

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

Reason: In the interests of visual amenity.

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

Reason: In the interests of visual amenity.

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

Reason: In the interests of visual amenity.

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

Reason: In the interests of visual amenity.

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

Reason: In the interests of visual amenity.

### **D1/D2 unit:**

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

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

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

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

### **Amenity areas:**

11. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until detailed floor plans (at 1:100 scale) of the internal amenity areas have been submitted to and approved in writing by the Local Planning Authority. The submitted detailed floor plans shall show the communal facilities proposed on these floors for the use of occupiers. The approved communal facilities shall be made available prior to the first occupation of any of the residential units hereby permitted and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning authority.

Reason: In the interests of residential amenity.

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

Reason: In the interests of residential amenity.

### **Transport:**

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

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

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

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

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

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

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

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

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

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

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

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

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Reason: To ensure adequate bin and cycle storage facilities.

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

Reason: In order to promote sustainable transport options.

### **Waste Management:**

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

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

### **Biodiversity:**

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

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

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

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

### **Noise:**

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

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

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

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

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

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

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

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

### Lighting:

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

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

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

### Wind:

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

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

Reason: To ensure a satisfactory wind microclimate.

### **Use class restrictions and permitted development:**

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

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

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

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

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

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

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

### **Aviation:**

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

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

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

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

Reason: In the interests of Air Traffic Safety.

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

Reason: In the interests of Air Traffic Safety.

### **Sustainability:**

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

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

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

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

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

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

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

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

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

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

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

### **Drainage:**

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

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

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

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to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

- I. a timetable for its implementation,
- II. details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
- III. a table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
- IV. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

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

### **Contamination:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Informatives**

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

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

4. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
5. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
6. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
7. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

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

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

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), **it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development.** The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from: [http://www.planningportal.gov.uk/uploads/1app/forms/form\\_6\\_commencement\\_notice.pdf](http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf)

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

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

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

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

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

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

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

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

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

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

and not at all on Sundays and Bank Holidays.

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

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

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

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

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