

17 MARCH 2020 PLANNING COMMITTEE

6b PLAN/2019/0611

WARD: C

LOCATION: 81 Commercial Way, Woking, GU21 6HN

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

APPLICANT: Cortland Crown Square Partners Ltd
& Doorlane Ltd

OFFICER: Benjamin
Bailey

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

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

REASON FOR REFERRAL TO COMMITTEE

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

SUMMARY OF PROPOSED DEVELOPMENT

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

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

PLANNING STATUS

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

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RECOMMENDATION

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

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

SITE DESCRIPTION

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

RELEVANT PLANNING HISTORY

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

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

Environmental Statement Not Required (19.09.2018)

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

Environmental Statement Not Required (18.04.2018)

CONSULTATIONS

Environment Agency: No objection.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Affinity Water: No comments received.

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

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

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

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

Southern Gas Networks: No comments received.

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

National Grid Asset Protection Team: No comments received.

Surrey Ambulance Service: No comments received.

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

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

Heathrow Airport: No safeguarding objections to the proposed development.

Farnborough Airport: No comments received.

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Fairoaks Airport: Raise objection.

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

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

Air Ambulance Units: No comments received.

MOD Safeguarding: No comments received.

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

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

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

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

Runnymede Borough Council: No objection.

Elmbridge Borough Council: No objection.

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

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

COMMENTARY

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

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REPRESENTATIONS

Initial submission representations

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

x85 letters of objection received raising the following main points:

Character / Heritage

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

Amenity

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

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- Adverse impact upon wind
- Additional light pollution

Highways / Transport / Parking

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

Infrastructure / Other matters

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

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x1 letter of support received raising the following main points:

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

Amended plans and additional/amended information submission representations

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

x28 letters of objection received raising the following main points:

Character / Heritage

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

Amenity

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

Highways / Transport / Parking

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

Infrastructure / Other matters

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

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

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

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 5 - Delivering a sufficient supply of homes

Section 6 - Building a strong, competitive economy

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

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

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS2 - Woking Town Centre

CS7 - Biodiversity and nature conservation

CS8 - Thames Basin Heaths Special Protection Areas

CS9 - Flooding and water management

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

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

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

South East Plan (2009) (saved policy)

NRM6 - Thames Basin Heath Special Protection Areas

Supplementary Planning Documents (SPD's)

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

Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG)
National Design Guide (NDG) (2019)
Listed Buildings & Conservation Areas Act 1990
Conservation of Habitats and Species Regulations 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy
Circular 06/2005: Biodiversity and Geological Conservation
Historic England - The Setting of Heritage Assets (2015)
Woking Character Study (2010)
Woking Borough Council Strategic Flood Risk Assessment (SFRA) (November 2015)
Community Infrastructure Levy (CIL) Charging Schedule (2015)
Waste and recycling provisions for new residential developments
Technical Housing Standards - Nationally Described Space Standard (March 2015)

PLANNING ISSUES

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

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

The planning policy context

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

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Land use and principles

6. The NPPF and Policy CS25 promote a presumption in favour of sustainable development. The site constitutes Previously Developed Land (PDL) within the designated Urban Area, within Woking Town Centre. Policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place and that new residential development should seek to maximise the efficient use of land. Policies CS1 and CS2 establish Woking Town Centre as the primary focus of sustainable growth, including high density redevelopment of existing sites in the town centre stating:
 - a. *'In the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without compromising on its character and appearance and that of nearby areas.'*
7. Policy CS1 goes on to state that main town centre uses, as defined in the NPPF will be acceptable in principle, subject to the requirements of the policies of the Woking Core Strategy (2012). This is also reflected within Policy CS2 which states:
 - a. *'The Town Centre is the preferred location for town centre uses and high density residential development. New development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the town centre and add to its attractiveness and competitiveness.'*
8. Policy CS2 goes on to highlight the scale of development to be accommodated in Woking Town Centre. This includes an indicative amount of 2,180 additional dwellings, substantial amounts of additional office (approximately 27,000 sq.m) and retail floorspace (up to 75,300 sq.m) together with social, community and transport infrastructure as set out in the Infrastructure Delivery Plan (IDP). Woking Town Centre is also the preferred location for other Town Centre Uses as defined in the Glossary, including leisure and entertainment facilities, more intensive sport and recreation uses, and arts, culture and tourism development.
9. Policy CS10 sets out an indicative density range of in excess of 200 dph within Woking Town Centre, although states that the density ranges set out are indicative and will depend on the nature of the site and that higher densities than the guidelines will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of the area would not be compromised. The reasoned justification text to Policy CS10 sets out that Woking Town Centre is one of the broad locations for long-term residential development in accordance with the overall spatial approach of the Woking Core Strategy (2012), helping to minimise the impact on important biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport. Furthermore, the use of Woking Town Centre sites will help minimise the amount of land that will be needed to be released from the Green Belt to meet housing need.
10. Policy CS2 states that the Council will support the development of Woking Town Centre as the primary centre for economic development in the Borough and as a primary economic centre in the South East and that Woking Town Centre is the preferred location for town centre uses and high density residential development, that new development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness.

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

Residential development – density

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

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

Residential development - housing mix

17. Policy CS11 states that all residential proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced in the latest Strategic Housing Market Assessment (SHMA – in this case the 2015 publication). It also states that the percentage of different housing types and sizes will depend upon established character and density of the neighbourhood and the viability of the scheme.
18. The provision of a flatted development on the site is considered acceptable given the site's size and context within Woking Town Centre. The table below compares the different sizes of dwellings within the proposed development and level of need identified within the latest SHMA (the 2015 publication):

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

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

Residential development - affordable housing

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

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

22. All 310 dwellings are intended to be purpose-built rented homes of the BTR tenure. Within the context of affordable housing, the NPPF Glossary confirms:
 - a. *“for Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).”*
23. Planning Practice Guidance (PPG) then provides more detail on what provision of affordable housing a BTR development is expected to provide:
 - a. *“The National Planning Policy Framework states that affordable housing on build to rent schemes should be provided by default in the form of affordable private rent, a class of affordable housing specifically designed for build to rent. Affordable private rent and private market rent units within a development should be managed collectively by a single build to rent landlord.”*
24. Policy CS12 of the Woking Core Strategy (2012) states that all new residential development on previously developed (brownfield) land will be expected to contribute towards the provision of affordable housing and that, on sites providing 15 or more dwellings, or on sites of over 0.5ha (irrespective of the number of dwellings proposed), the Council will require 40% of dwellings to be affordable. Policy CS12 also sets out that the proportion of affordable housing to be provided by a particular site will take into account, among other factors, the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model). Policy CS12 provides a clear set of considerations that will be taken into account in determining the final proportion of on-site affordable housing and detailed guidance is provided by SPD Affordable Housing Delivery (2014), which recognises that affordable social housing for rent and/or subsidised low cost market housing for rent (65-80% market rate) can also meet the needs of eligible households whose needs are not met by the market.
25. The Government recognises that the BTR model differs from build for sale in that it is based on a long term income stream and does not generate an early capital sum to pay for affordable housing. The PPG suggests 20% as a suitable benchmark for the level of affordable private rent homes to be provided (and maintained in perpetuity) in any BTR scheme; and that affordable private rent should be a minimum of 20% less than the private market rent (including service charges) for the same or equivalent property. It goes on to state that if local authorities wish to set a different proportion to that recommended in the guidance they should justify this *“using the evidence emerging from their local housing need assessment, and set the policy out in their local plan”*. The PPG goes on to say that the requirement to provide affordable rent homes can be met by other routes, such as commuted payment and/or other forms of affordable housing as defined in the NPPF if agreement can be reached with the local authority and subsequently set out in the Section 106 agreement.
26. Paragraph 64 of the NPPF explains how development providing solely for BTR should be exempt from making homes available for affordable home ownership. The Woking Core Strategy (2012) policies and SPD Affordable Housing Delivery (2014) pre-date the emergence of the BTR sector, but guidance within the NPPF and PPG indicate that the starting point in planning policy terms is the provision of 20% of dwellings on-site at affordable private rent.

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27. Paragraph 57 of the NPPF sets out that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage and that the weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.
28. With this in mind, the applicant has set out in the planning application form that no affordable housing is being proposed and has supported the application with a viability assessment (and update following submission of amended plans) to demonstrate why the development cannot provide affordable housing and remain financially viable. The Local Planning Authority has retained specialist advisors to assess the submissions made in this respect. Kempton Carr Croft (KCC) have analysed the submitted viability assessment, including an interrogation of build costs, and have undertaken further research into the Gross Development Values, Benchmark Values, Build Costs and other inputs adopted for the development.
29. Kempton Carr Croft have concluded that it would not be viable to provide any element of affordable housing, either on site or as a commuted payment in lieu. However, KCC consider that due to the existing tenancy situation, together with the long period of time that the scheme will be constructed over, it is possible that there will be a large shift in residential values and indeed build costs. KCC therefore recommend that a late stage viability review is undertaken once approximately 70% of the units have been occupied (sold or let) in order that the market value, and therefore the viability of the scheme, can be reassessed and the possibility of providing an off-site commuted payment can be revisited. This can be secured through the Section 106 Legal Agreement and on this basis it is considered that Policy CS12 would be addressed.

A and B class floorspace

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

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

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

Design and impact upon the character of the area

37. The NPPF sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development.
38. Policy CS1 identifies that Woking Town Centre will be the primary focus of sustainable growth to maintain its status as an economic hub with a flourishing, diverse and innovative economy, is designated as a centre to undergo significant change and that well designed, high density development, that could include tall buildings and which enhances its image will be encouraged, but without compromising its character and appearance and that of nearby areas.
39. Policy CS2 states that new development proposals should deliver high quality, well designed public spaces and buildings which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness.
40. Policy CS21 states that development should create new buildings that are attractive with their own distinct identity, should respect and make a positive contribution to the street

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

41. Policy CS24 states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives. Development in this location should enhance the townscape character of Woking Town Centre, taking into account views and landmarks, appropriate building styles and materials.
42. The site is located relatively centrally within Woking Town Centre, as defined by the Proposals Map. The tall element (ie. tower) of the proposed development would reach 40 storeys in height. The proposed development is therefore clearly 'tall' for the purposes of SPD Design (2015), which sets out that the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to, the following:
 - Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;
 - Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;
 - Contribute positively to the setting of identified heritage assets that might be affected by the proposal;
 - Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and
 - Pay particular attention to the environment created at ground floor. Proposals must be appropriate to the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.
43. These criteria will inform the analysis undertaken within this report.
44. In line with the requirements of SPD Design (2015), as a tall building, the scheme has been subject to a formalised design review process during its evolution; being presented to the 'Woking Tall Buildings' Design Review Panel (DRP) on four occasions (24 July 2018, 20 December 2018, 29 August 2019 and 6 December 2019) as a consequence of which, the scheme has evolved significantly and the applicant and their consultant team have engaged very positively with this formalised Design Review process.
45. The key conclusions of the latest DRP (6 December 2019) are summarised below:
 - The 'shoulders' off the main tower block successfully reinforce the elegant form
 - The asymmetric elevation and plan result in varied yet relatable conditions on all sides of the tower
 - The 'crown' is successfully articulated, with a balanced mixture of horizontal and vertical elements and use of copper louvres
 - The south-west and north-east elevations are well articulated
 - A simplified elevational composition for the north-west and south-east elevations should be considered (Officer Note: This has been incorporated)
 - The scale of the podium works well in retaining a sensible proportion to the tower and proposed surrounding public realm
 - The form of the pavilion has been well resolved; the tall portal entrance provides a subtle yet successful facade response to the scale of Christ Church

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

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

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

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

Public realm

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

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

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

Built heritage

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

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

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

Statutory listed buildings

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

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

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

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

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

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

Conservation areas

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

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

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

Locally listed buildings

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

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

114. The locally listed buildings which will be considered further are:

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

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

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

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

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

Conclusion on built heritage

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

Archaeology (below-ground heritage)

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

Impact upon neighbouring amenity

139. Policy CS21 of the Woking Core Strategy (2012) advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. More detailed guidance is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

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Daylight and sunlight impacts

140. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within a Daylight and Sunlight Report (dated January 2020) (hereafter referred to as the assessment) carried out in compliance with the methodology outlined within the Building Research Establishment (BRE) Guide 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)', a recognised industry tool for assessing these effects (hereafter referred to as the 'BRE Guide'). The BRE guide is however a guide and compliance is not mandatory, since the actual effect can be influenced by other factors. The BRE Guide is referred to within SPD Outlook, Amenity, Privacy and Daylight (2008).
141. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that the advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.
142. It is also a material consideration that Paragraph 123(c) of the NPPF states that "*local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)*".
143. Rooms in adjoining or nearby housing where daylight is required include living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed as daylight is not required to these rooms. Vertical Sky Component (VSC) and No Sky Line ('NSL') are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.
144. Commercial properties are generally not treated as having a reasonable expectation of daylight or sunlight because they are usually designed to rely on electric lighting to provide sufficient light by which to work rather than natural daylight or sunlight.

Vertical Sky Component (VSC)

145. Vertical Sky Component (VSC) quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. According to the BRE Guide if the VSC, with the new development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.

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

No Sky Line (NSL)

147. Where room layouts are known, the impact on the daylighting distribution in existing buildings can be found by plotting the 'no sky line' in each of the main rooms. For housing this would include living rooms, dining rooms and kitchens; the BRE Guide states that bedrooms should also be analysed although they are less important. The no sky line divides points on the working plane (in housing assumed to be horizontal and 0.85m high) which can and cannot see the sky. The BRE Guides states that if, following construction of a new development, the no sky line moves so that the area of the existing room, which does not receive direct daylight, is reduced to less than 0.8 times its former value (ie. a greater than 20% reduction) this will be noticeable to the occupants, and more of the room will appear poorly lit; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.
148. The BRE Guide also states that the guidelines need to be applied sensibly and flexibly; if an existing building contains rooms lit from one side only and greater than 5.0m deep, then a greater movement of the no sky line may be unavoidable.
149. The assessment considers potential impacts (VSC) on surrounding residential properties, for which a total of 314 windows were assessed. Potential impacts (NSL) were also undertaken for 171 rooms.
150. The VSC and NSL analysis results for the proposed development demonstrate that the effect upon the daylight amenity of the following properties will be negligible, meaning that no alteration, or a small alteration from the existing scenario which is within the numerical levels suggested in the BRE Guidelines, would arise. On this basis loss of daylight amenity will not be noticeable to occupants of the following buildings and would result in negligible effect:
- 1-7 Central Building, Chobham Road
 - 41 Chobham Road
 - 35 Chertsey Road
 - 39 Chertsey Road
 - 41 Chertsey Road
 - 47 Chertsey Road
 - 47a Chertsey Road
 - Albion House
 - 6 Chertsey Road
 - 8 Chertsey Road
 - 20 Chertsey Road
 - 22 Chertsey Road
 - 1 Chobham Road
 - 31 Chertsey Road
 - 29 Chertsey Road
 - 27 Chertsey Road

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

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

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

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

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

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

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

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

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

Sunlight impacts

Sunlight impact to windows

154. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window, or area of ground, being assessed relative to the position of due south. The BRE guide recommends that all main living rooms facing within 90° of due south (ie. facing from 90° to 270°) should be checked for potential loss of sunlight; kitchens and bedrooms are less important.
155. The BRE Guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of APSH between 21 September and 21 March (for ease of reference this period is referred to as 'winter months'), and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of APSH. In this context 'Probable sunlight hours' means the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question.
156. There are 137 predominantly south-facing windows serving 63 residential rooms surrounding the site which are relevant for sunlight amenity assessment, which have all been assessed in terms of total and winter APSH. The APSH method of assessment indicates that 98% of rooms tested meet the recommended levels of the BRE Guide. The results demonstrate that 62 out of 63 rooms will not experience a change in light exceeding levels recommended in the BRE Guide.
157. Where the proposed development will result in fully BRE compliant APSH alterations to the windows and rooms within a property, the effect of the proposed development upon the sunlight amenity is considered negligible. These properties are as follows:
 - 1-7 Central Buildings, Chobham Road
 - 41 Chobham Road
 - 39 Chobham Road
 - 33 Chobham Road
 - 35 Chobham Road
 - O'Neil's
 - 35 Chertsey Road
 - 43 Chertsey Road
 - 47 Chertsey Road
 - 47a Chertsey Road
 - Albion House
 - 75 Commercial Way
 - 8 Chertsey Road
 - 12 Chertsey Road
 - 18 Chertsey Road
 - 24 Chertsey Road
 - 1 Chobham Road

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- 23-25 Chertsey Road
- 17 The Broadway

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

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

Sun on the ground

159. The BRE Guide sets out that the availability of sunlight should be checked for all open spaces where sunlight is required, including gardens and sitting out areas (such as those between non-domestic buildings and in public squares) and recommends that at least 50% of the area should receive at least two hours of sunlight on 21st March (spring equinox), stating that, if, as a result of a new development, an existing garden or sitting out area does not meet the 50% criteria, and the area which can receive two hours of sunlight on 21st March is less than 0.8 times its former value (ie. a greater than 20% reduction), then the loss of sunlight is likely to be noticeable. It is also beneficial to run an additional test for the 21st June (summer solstice) to establish how the potential to receive 2 hours of sunlight improves over the summer when occupants typically use outdoor amenity spaces more frequently.
160. There are no public amenity spaces which are relevant for detailed sun on ground overshadowing assessment within close proximity of the proposed development. The neighbouring grounds at Christ Church have been considered because, whilst not a strict amenity space, the area may be used as a place of congregation.
161. The assessment demonstrates that Christ Church grounds will meet the recommendations of the BRE Guide in that well in excess of 50% of the grounds will receive at least 2 hours direct sunlight on the 21st March (75.2%). The assessment further demonstrates that on 21st June, representative of the summer months, the area which can receive at least 2 hours of direct sunlight increases to 90.6%.

Transient overshadowing

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

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

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

Cumulative daylight and sunlight effects

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

Cumulative daylight effects

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

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

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

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

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

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

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

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

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

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

Cumulative sunlight effects

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

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

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

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

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

Concorde House and Griffin House (Proposed)

175. This is a proposed residential scheme, located close to the west of the scheme; proposed internal layouts have been obtained from the planning register. The proposed accommodation has not yet been granted planning permission, or constructed, and therefore the Average Daylight Factor (ADF) test advocated in the BRE as the measure of daylight for new development has been applied.
176. The assessment models a representative sample of rooms on the lower floors, applying the ADF test to check that the rooms will meet the numerical target values recommended in the BRE Guide; corresponding rooms on the upper floors will receive improved levels of ADF due to their elevated position.

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

Outlook and privacy

178. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out minimum recommended separation distances for achieving privacy of 15 metres for three storey and over front to front elevation relationships. The potential loss of enjoyment of a view is not a ground on which planning permission can be refused. However, the impact of a development on outlook is a material planning consideration and stems on whether the development would give rise to an undue sense of enclosure or overbearing effect to neighbouring/nearby residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical, with key factors in this assessment being the existing local context and arrangement of buildings and uses.
179. With the exception of residential accommodation at second floor level within O'Neils, which is located at an oblique angle in relation to the podium, no residential uses exist on the opposite side of Chobham Road, and none exist on the opposite side of Church Street East. Furthermore the podium would maintain similar separation distances to those properties on the opposite sides of Commercial Way, Chobham Road and Church Street East as the existing building, such that no significantly harmful loss of outlook / overbearing or loss of privacy would occur to residential uses within these street scenes.
180. In a north-westerly direction predominantly non-residential properties exist between the site and Victoria Way; whilst Central Buildings, Chobham Road provide residential accommodation at first floor level and above windows to these properties are orientated at 90° in relation to the tower such that no significantly harmful loss of outlook / overbearing effect, or loss of privacy, would occur when also taking into account separation distance. Whilst residential properties exist on the opposite side of Victoria Way, the tower would be located offset in relation to these (ie. not directly opposite) remaining a minimum of 150 metres from the closest point of Century Court, and a minimum of 200 metres from the closest residential properties on the north-western side of the Basingstoke Canal, including Bridge House and Kingswood Court. Notwithstanding the height and fenestration of the tower these separation distances would preclude any significantly harmful loss of outlook / overbearing effect, or loss of privacy, to these properties.
181. In a north-easterly direction the tower would be located a minimum of 220 metres from Bramwell Place, and a minimum of 150 metres from the closest point of Enterprise Place, which is orientated at 90° in relation to the tower. A minimum of 40 metres would be maintained between the red-lined site of the Crown Place application. Notwithstanding the height and fenestration of the tower these separation distances would preclude any significantly harmful loss outlook / overbearing effect, or loss of privacy, to these properties, including to the Crown Place proposal.
182. In a south-easterly direction the tower would remain a minimum of 35 metres from O'Neills (contains residential accommodation at second floor level), and a minimum of 30 metres from properties fronting the opposite side of Commercial Way, within which any residential accommodation occurs only at upper levels and inter-visibility between such properties and the tower would be somewhat limited. Within properties along Chertsey Road, The Broadway and Commercial Way (to the south-east and south-west) residential accommodation is located at upper levels only, windows are often orientated at oblique angles in relation to the tower, and inter-visibility with the tower would often be limited, or non-existent, due to the combination of the tight urban grain of these areas

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

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

Noise

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

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

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

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

Air quality

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

Wind microclimate

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

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

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

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

The assessment tests several configurations:

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

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

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

Solar reflective glare

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

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209. The BRE Guidelines makes the following statement regarding the potential for reflected solar glare on a development:
- a. *“Glare or solar dazzle can occur when sunlight is reflected from a glazed facade or area of metal cladding. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective tinted glass or cladding on the facade, or when there are areas of glass or cladding, which slope back so that high altitude sunlight can be reflected along the ground. Thus solar dazzle is only a long-term problem for some heavily glazed (or mirror clad) buildings. Photovoltaic panels tend to dazzle because they are designed to absorb light.”*
210. The BRE Guidelines outline a brief methodology for evaluation of the scale of a solar glare issue: *“If it is likely that a building may cause solar dazzle, the exact scale of the problem should be evaluated...by identifying key locations such as road junctions and windows of nearby buildings, and working out the number of hours of the year that sunlight can be reflected to these points.”* Reflected solar glare (or “solar dazzle”) can only arise when all of the following conditions are met: (i) sky conditions are clear enough for the sun to be visible (ii) the facade material is sufficiently specular (reflective) at the viewing angle of the observer and (iii) the observer’s position and sun position are such that the observer can see a reflection of the sun in the building facade.
211. Solar glare assessments simulate the path of the sun for the entire year around a proposed development in order to establish the locations, times, duration and direction of solar reflections and identify where these may affect sensitive locations, with a particular focus on road users or railways.
212. There are no quantitative criteria within the BRE Guidelines regarding acceptable levels of solar glare. There is, however, research which suggests that the significance of a glare occurrence is largely dependent upon its angle from the line of sight and the relevance of this with respect to the human field of vision. Glare occurrences that could encroach on the foveal view (3° from the visual axis) are likely to cause significant visual impairment or distraction; lengthy occurrences within approximately 10° of the centre of the visual axis are potentially the most hazardous. The adverse impact would often be considered major and mitigation would be required.
213. Between 10° and 30° corresponds to Near Periphery field of view and therefore where glare occurs between these angles, the impact would be considered minor or moderate depending upon the location and use of the adjacent sensitive receptor and the period of time the glare occurs for. An angle of greater than 30° corresponds to the Far Periphery field of view and therefore the risk of reflective solar glare causing a hazard is reduced. As such, the impact would be considered to be of very minor significance.
214. The solar reflective glare report considers the following scenarios:
- Existing baseline v Proposed development; and
 - Cumulative scenario v Proposed development
215. The cumulative scenario considers the proposed development together with the following planning permissions / applications:
- Concord House & Griffin House (Ref: PLAN/2018/0660) – application pending
 - Crown Place (Ref: PLAN/2019/1141) – application pending
 - Crown House (Ref: PLAN/2005/0356)

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

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

Land contamination

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

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Amenities of future occupiers

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

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

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

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

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

230. The Daylight and Sunlight report (dated January 2020) assesses a selection of proposed habitable rooms at first, second third and fourth floor levels; corresponding rooms above these levels have not been tested but will receive improved levels of ADF given their elevated positions. The Living/Kitchen/Diners have been assessed as one room, notwithstanding the dual-functionality of the spaces. The dining areas will experience high levels of illuminance due to their proximity to the main windows; the kitchen component is set-back within the space where artificial lighting would typically be used to provide an optimum lighting balance within the space; the corresponding ADF target has therefore been set by reference to the values for a living-room (1.5%).
231. The assessment demonstrates that 61 out of the 84 habitable rooms tested (72%) at first, second third and fourth floor levels exceed the recommended ADF targets. Furthermore all the ADF levels would be expected to improve on corresponding habitable rooms above fourth floor level, where daylight potential is greater due to reduced obstructions from surrounding built development. It must also be noted that the majority of ADF fails identified at these levels occur at first floor level along the Church Street East frontage, and at first and second floor levels along the Chobham Road frontage. Flats at these levels would benefit from private 'recessed' balconies which contribute towards the ADF failures, but which provide other benefits in terms of residential amenity. Overall it is clear that the very great majority of habitable rooms would benefit from excellent daylight levels. Whilst there would be some ADF failures at lower levels these would be outweighed by the provision of private balconies to most affected flats. The provision of daylight overall is of a high standard having regard to the Woking Town Centre location of the site.
232. The assessment also addresses the effect of cumulative schemes upon the daylighting amenity of the proposed development, demonstrating that 59 out of the 84 habitable rooms (70%) tested at first, second third and fourth floor levels exceed the recommended ADF targets. This represents a very small change in comparison to the 61 out of the 84 habitable rooms tested (72%) which would exceed the recommended ADF targets without the cumulative schemes, demonstrating that the cumulative schemes do not unduly compromise the daylighting amenity of the scheme.
233. In terms of amenity space SPD Outlook, Amenity, Privacy and Daylight (2008) does not form part of the Development Plan although it provides guidance on how Policy CS21 could be applied. SPD Outlook, Amenity, Privacy and Daylight (2008) states that:
- a. *"dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside for each as private amenity space. This would apply to one and two bedroom flats and any other forms of dwelling less than 65sq.m. floorspace together with specified forms of non family tenure...however, all forms of dwelling should seek to incorporate some modest private sunlit area...at higher levels, particularly in the case of flats, a simple terrace or balcony might be incorporated"*.
234. SPD Outlook, Amenity, Privacy and Daylight (2008) also states that:

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- a. *“in the most dense urban locations of Woking Town Centre...where multi storey developments including flats, duplex apartments and townhouses are intended for family accommodation (for this purpose all flats or duplex apartments with two bedrooms or more and exceeding 65 sq.m. gross floor space) alternative forms of on-site amenity provision may be permitted in lieu of a conventional private garden...use of a communal amenity space or, where it is safe to do so, a suitable area of landscaped roof garden or terrace, may be acceptable for this purpose if it provides an equivalent area of amenity value”.*

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

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

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

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

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

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

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

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

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

Measures to support biodiversity and green infrastructure

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

Transport and accessibility

245. The NPPF promotes sustainable transport through locating development in sustainable locations, limiting the need to travel and offering a genuine choice of transport modes. Paragraph 109 sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
246. Policy CS18 states that the Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity and that this will be achieved by, inter alia:

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

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

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

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

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

247. The reasoned justification text to Policy CS18 states:

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

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

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

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

Pedestrian and vehicular access

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

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

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

Walking

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

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

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

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

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

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

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

Cycling

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

Rail

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

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

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

Bus

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

Car parking (residential)

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

Number of bedrooms	Vehicle parking spaces per flat, apartment or maisonette (i)	Number of flats, apartments or maisonettes in proposal (ii)	Overall vehicle parking standard (ie. i x ii)
1 bedroom	0.5	136	68
2 bedroom	1	158	158

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3 bedroom	1	16	16
Total			242

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

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

274. The proposed development represents a provision of approximately 11% compared to the minimum car parking standards. However SPD Parking Standards (2018) is clear about the circumstances where development falling below the minimum parking standards could be appropriate, namely within Woking Town Centre, as is the case in this instance. Furthermore both Policy CS18 and SPD Parking Standards (2018) acknowledge that the application of the parking standards should be balanced against the overall sustainability objectives of the Woking Core Strategy (2012).
275. Given the accessibility of the site, not only in terms of the range of travel modes which would be available to future residential occupiers to travel to and from the local area but also in terms of the range of local amenities which can be accessed practically primarily on foot given the Woking Town Centre location, the scope to both provide on-site car parking below the levels prescribed, and within this reduced-level parking provide appropriate accessible parking, is appropriate.
276. The residential element of the proposed development would be supported by a comprehensive Travel Plan which would include significant additional measures, not only to encourage non-car modes of travel but to promote more sustainable use of the car with the provision of up to x3 car club vehicles off-site within publicly accessible spaces, either on-street or within nearby Victoria Way car park. Enterprise Car Club have provided a proposal to the applicant for this provision.
277. Enterprise operate a car club scheme in Woking which is intended to provide a cheaper, greener and more convenient alternative to owning and using a private car. There are two car club vehicles currently available on-street on the A320 Guildford Road, north of its junction with Station Approach, two in the Yellow Car Park at the Peacocks Centre and an additional two vehicles available further south on Guildford Road at Quadrant Court. As part of the proposal, the applicant is proposing to facilitate and fund the provision of up to x3 car club bays either on-street or within nearby Victoria Way car park. The applicant has also agreed to a clause in the S106 Legal Agreement which would secure funding to facilitate a year's membership of the car club scheme already operated by Enterprise within Woking to those new occupiers who wish to make use of it, and a voucher towards use of the vehicles or other travel. The provision of additional car club vehicles, and funding of membership for residents, is considered to contribute towards providing an attractive alternative to private car use and is considered an appropriate response to parking provision in a highly sustainable Woking Town Centre location.
278. The site is within CPZ 'Zone 1' of Woking Town Centre in which on-street parking is restricted between 0830 – 1800hrs Monday-Sunday and in which residents living in the CPZ zone are not eligible for residential parking permits in accordance with the Council's

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

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

Residential car parking management plan

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

Car parking (non-residential)

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

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

Electric vehicle (EV) charging points

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

Cycle parking (residential)

284. Policy CS18 states that:

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

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

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

Cycle parking (non-residential)

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

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Servicing (residential and non-residential)

289. Policy DM16 states that:

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

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

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

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

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

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

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

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

Vehicle trip generation

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

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

Thames Basin Heaths Special Protection Area (TBH SPA)

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

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

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

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Biodiversity and protected species

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

Protected species - Bats

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

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

Protected species – birds

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

Other protected species

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

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

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

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

Flooding and water management

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

Aviation

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

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

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

LOCAL FINANCE CONSIDERATIONS

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

BALANCING EXERCISE AND CONCLUSIONS

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

Harm arising from the proposal

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

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

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

Public benefits of the proposal

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

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

BACKGROUND PAPERS

Consultation responses
Letters of representation

PLANNING OBLIGATIONS

	Obligation	Reason for Agreeing Obligation
1.	£195,028 SAMM (TBH SPA) contribution <i>(to be index linked - based on the RPI annual inflation - where planning permission is granted after April 2020)</i>	To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy (2012) and The Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy
2.	Car club provisions, including provision of up to three vehicles, publicly accessible parking spaces, £50 worth of free travel for all dwellings and 1 year free membership of car club for all dwellings	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
4.	Late stage viability review in relation to affordable housing provision	To accord with Policy CS12 of the Woking Core Strategy (2012), SPD Affordable Housing Delivery (2014) and the provisions of the NPPF
5.	Provision of wind microclimate mitigation measures and any additional wind microclimate testing and mitigation which may reasonably be required arising out of cumulative schemes such as Concorde House	To accord with Policy CS21 of the Woking Core Strategy (2012) and SPD Design (2015)

RECOMMENDATION

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

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

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Conditions

Time limit

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

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

Approved drawings and documents

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

Proposed Drawings

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

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

Documents

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

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

Detailing and external facing materials

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

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

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

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

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

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

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

Hard and soft landscape

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

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

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

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

Reason: To ensure a high quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016), SPD Design (2015) and the NPPF.

Highways / Transport

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Noise

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

Reason: To ensure that residential occupiers are not adversely affected by noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF.

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

Reason: To ensure residential occupiers are not adversely affected by noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF.

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

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Reason: To ensure residential occupiers are not adversely affected by noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF.

External lighting / CCTV etc

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

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

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

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

Refuse / recycling

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

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the general amenity of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

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

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the general amenity of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF.

Biodiversity

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

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

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

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

Reason: To contribute towards and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible in accordance with Policies CS21 and CS7 of the Woking Core Strategy (2012) and the NPPF.

Communications

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

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

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

Water management (SuDs)

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

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

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

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

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

- I. a timetable for its implementation,
- II. details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
- III. a table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and

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- IV. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

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

Land contamination

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

Reason: To address any potential land contamination and make the land suitable for the development hereby permitted without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CS9 and CS21 of the Woking Core Strategy (2012), Policy DM8 of the Development Management Policies DPD (2018) and the NPPF.

Permitted development rights

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

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

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Energy and water consumption

27. ++ No above ground development (with the exception of demolition and site enabling works) associated with the development hereby permitted shall commence until details have been submitted to and approved in writing by the Local Planning Authority of how the development will be connected to CHP-generated heat and power or a District Heat Network and the necessary infrastructure will be provided for the distribution of heat for the site together with the proposed long-term management arrangements through an energy services company (ESCO). The approved details shall demonstrate compliance with good practice for connecting new buildings to heat networks by reference to CIBSE Heat Networks Code of Practice for the UK. The approved scheme shall be implemented in accordance with the approved details prior to the first occupation of the development and thereafter permanently retained in accordance with such unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS23 of the Woking Core Strategy (2012) and SPD Climate Change (2014). This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of construction works on the site.

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

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

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

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

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

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

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

TBH SPA

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

Reason: To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy (2012) and The Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy.

Aviation

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

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

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

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

Informatives

01. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the NPPF.
02. The applicants attention is specifically drawn to the planning conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the planning permission and the Local Planning Authority may serve Breach of Condition Notices (BCNs) to secure compliance. The

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applicant is advised that sufficient time needs to be allowed when submitting details in response to planning conditions, to allow the Local Planning Authority to consider the details and discharge the condition(s). A period of between five and eight weeks should be allowed for.

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

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

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

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

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

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

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

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

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

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

04. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
05. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This

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

06. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities and Local Government, and setting out your obligations, is available at the following address:
<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance#explanatory-booklet>
07. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
08. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company, The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
09. For the purpose of conditions 32 and 33;
"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

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