

### 3 JUNE 2020 PLANNING COMMITTEE

6b PLAN/2020/0304

WARD: HV

**LOCATION:** Former Ian Allan Motors, 63 - 65 High Street & Copthorne, Priors Croft, Old Woking, Woking, Surrey, GU22 9LN

**PROPOSAL:** Erection of a 48 unit 'Independent Living' extra care housing scheme in a building ranging between 1 and 4 storeys in height (plus rooftop plant enclosures), comprising 45 x 1 bed units and 3 x 2 bed units, with communal kitchen, living room, dining room and salon facilities, mobility scooter charging ports, staff break out areas and offices, and associated bin storage, access, x25 parking spaces and landscaping. Associated demolition of dwelling at Copthorne, Priors Croft.

**APPLICANT:** Woking Borough Council

**OFFICER:** Benjamin Bailey

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

Woking Borough Council is the applicant. The proposal falls outside of the Scheme of Delegation.

#### **SUMMARY OF PROPOSED DEVELOPMENT**

Site Area (excluding carriageways/footways):	0.3044 ha (3,044 sq.m)
Site Area (entire red-line):	0.3386 ha (3,386 sq.m)
Existing units:	0
Proposed units:	48
Existing density:	0 dph (dwellings per hectare)
Proposed density (excluding carriageways/footways):	158 dph
Proposed density (entire red-line):	142 dph

#### **PLANNING STATUS**

- Urban Area
- Adjacent to Grade II Statutory Listed Building (Hale Lodge, No.61 High Street)
- Proximity of Locally Listed Building (Shackleford House, Nos.71-73 High Street)
- Area of High Archaeological Potential (AHAP)
- Flood Zones 1, 2 and 3 (Each Partial)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

#### **RECOMMENDATION**

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

- (i) Submission of bat survey work confirming an absence of bat roosts from the existing building to be demolished, or any bat roosting compensation or mitigation measures (if required) being secured via planning condition or Undertaking of the Chief Executive of Woking Borough Council;

### 3 JUNE 2020 PLANNING COMMITTEE

- (ii) Planning conditions set out in the report; and
- (iii) Undertaking of the Chief Executive of Woking Borough Council to secure:
  - SAMM (TBH SPA) contribution of £25,908;
  - 100% social rented housing (i.e. x48 units);
  - Future residents to first be assessed, and approved by, the Extra Care Panel as requiring this type of accommodation, environment and support. Approved residents may reside together with their spouse, partner or companion as appropriate; and
  - Any bat roosting compensation or mitigation measures (if required following survey work of building to be demolished).

*(Officer Note: As Woking Borough Council is the owner of the land the subject of this planning application, it cannot enter into a Section 106 legal agreement to secure any planning obligations which may be required to mitigate the effects of the proposed development. However the Council's Chief Executive is able to commit the Council to give effect to the specific measures in this case under delegated authority. Any such commitment by the Council's Chief Executive would provide certainty that such measures will be given effect to if planning permission is granted and implemented for the proposed development.)*

#### **SITE DESCRIPTION**

The site is situated in the Urban Area, between High Street and Priors Croft in Old Woking. The site comprises the former Ian Allan Motors site and the adjacent dwelling of Copthorne, which fronts Priors Croft. The buildings on the former Ian Allan Motors site were formerly used as a car showroom and garage/workshop and were demolished, and this area of the site cleared, in 2019 following a prior notification application (Ref: PLAN/2018/0584). Copthorne is a dwelling of two storeys in height with an associated rear garden, rear outbuilding and front drive. A side drive is located adjacent to Copthorne, over which Hale Lodge (which fronts High Street) has a right of access to their garage and rear garden. This side drive is not included in the red line of this application.

#### **RELEVANT PLANNING HISTORY**

PLAN/2019/0146 - Erection of a 48 unit Independent Living Scheme, comprising 45 x 1 bed units and 3 x 2 bed units, with communal kitchen, living room, dining room and salon facilities, mobility scooter charging ports, staff break out areas and offices, and associated bin storage, access, parking and landscaping (amended plans, amended information and additional information).

Refused (27.06.2019) for the following reason:

01. *The proposal would provide insufficient on site car parking provision and has failed to demonstrate that the level of on-site parking provision proposed would not result in the displacement of vehicle parking onto nearby streets, thereby exacerbating existing pressure for on-street car parking, particularly during evenings and weekends. As a consequence the proposal would cause harm to the amenity of both existing surrounding residential occupiers and future residential occupiers contrary to Policies CS18 and CS21 of the Woking Core Strategy (2012) and SPD Parking Standards (2018).*

### 3 JUNE 2020 PLANNING COMMITTEE

PLAN/2018/1361 - Engineering works for the removal of the existing slab and hardstanding following demolition consented under PLAN/2018/0584 (prior approval - demolition) including archaeological investigation and ground remediation works.  
Permitted subject to conditions (19.02.2019)

PLAN/2018/1262 - Advertisement Consent for application of graphics to temporary site hoarding (non-illuminated).  
Permitted subject to conditions (09.01.2019)

PLAN/2018/0708 - Erection of building ranging in height between 1 and 4 storeys to provide x57 sheltered housing dwellings (x54 one bedroom and x3 two bedroom) (Use Class C3), ancillary accommodation and amenities, landscaping (including courtyard garden and roof terrace), on-site car and cycle parking, vehicular access, extension of existing Priors Croft parking bay and relocation of existing electricity substation.  
Application Withdrawn (06.02.2019)

PLAN/2018/0584 - Prior notification of proposed demolition of car showroom, two storey office building, adjacent workshop and outbuildings.  
Prior Approval Is Not Required (29.06.2018)

PLAN/2017/0153 - Outline planning application (reserving matters of appearance and landscaping) for the demolition of all existing buildings and erection of 1No. part four, part three storey building, 1No. part three, part two storey building and the erection of 1No. two storey terrace, providing 24No. residential units (7No. 1 bedroom units, 8No. 2 bedroom units and 9No. 3 bedroom units) together with car parking, landscaping and incidental works (amended proposed site plan and flood risk assessment received 20.09.2017).  
Permitted subject to S106 Legal Agreement and conditions (20.12.2017)

*(Officer Note: In addition to the above the site also has a relatively comprehensive planning history relating to its former use as a car sales showroom with garage however the above is considered the most relevant to the current proposal).*

### **CONSULTATIONS**

**Historic England:** On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions.

**Historic Buildings Advisor:** I confirm that any harm to this building [note: adjacent Grade II Listed Hale Lodge] would be less than substantial; the decision will be based on the balance of public benefit.

**County Archaeological Officer (SCC):** No archaeological concerns.

**County Highway Authority (SCC):** Having assessed the application on safety, capacity and policy grounds, raise no objections subject to recommended conditions 08 - 14 (incl).

**Environment Agency:** No objection subject to recommended condition 22.

**Drainage & Flood Risk Engineer (WBC):** No objection subject to recommended conditions 22 - 28 (incl).

### 3 JUNE 2020 PLANNING COMMITTEE

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

**Thames Water Development Planning:** Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection, based on the information provided. Recommend informatives.

**Surrey Wildlife Trust:** No comments received. Any comments received will be updated at Planning Committee.

**Environmental Health:** No objection subject to recommended conditions 16 and 17.

*(Officer Note: A condition relating to working hours was recommended by the EHO however this matter is controlled under Environmental Health regulations and therefore does not meet the tests for planning conditions).*

**UK Power Networks (UKPN):** No comments received. Any comments received will be updated at Planning Committee.

**Joint Waste Solutions:** x8 1100 litre communal bins (x4 waste and x4 recycling) and x2 140 litre communal food waste bins would be sufficient. Advice on collection access and bin costs. Kitchen waste (ground floor kitchen) may have to be collected by a separate commercial contractor.

**Contaminated Land Officer:** No objection subject to recommended condition 21.

**Housing Services:** Housing Services strongly supports this proposal which will help to meet a Borough-wide need for extra care accommodation as well helping to meet those tenants affected by the Sheerwater redevelopment proposals where a significant proportion of those tenants are aged over 60, and requiring one bedroom affordable accommodation, some of which with care needs.

### **REPRESENTATIONS**

x9 letters of objection received raising the following points:

- Insufficient parking provided, including for visitors, staff, carers
- Will adversely impact on parking in both Priors Croft and the south side of High Street, both of which are already crowded with existing residential parking
- Congestion at the junction of the B382 and A247 needs to be considered
- No scope for deliveries to be made to the site, other than by parking on the pavement or blocking both access and egress of the site
- Only real difference between this proposal and the last is the number of parking spaces at the front of the building  
*(Officer Note: 11 additional parking spaces are proposed in total in comparison to refused PLAN/2019/0146, including those accessed from Priors Croft)*
- Contrary to Policy CS18 of the Woking Core Strategy (2012)
- Four storey height is out of character – buildings in area are generally two

### 3 JUNE 2020 PLANNING COMMITTEE

- storey with pitched roofs
- Existing four storey development in industrial area of Old Woking has a negative impact
- North elevation will have an overbearing effect upon buildings within Priors Croft
- Building should be reduced in overall height – perhaps to two storeys
- Contrary to Policy CS21 of the Woking Core Strategy (2012)
- Loss of sunlight and privacy to Shackleford House
- Overshadowing and loss of light to nearby and adjoining properties, including No.88 Priors Croft
- Will overshadow garden and cause loss of privacy  
*(Officer Note: Originator property address has not been provided)*
- Not against the creation of social housing, and realise that more facilities are needed
- Old Woking is prone to flooding
- Drains will not be able to cope with increased run-off
- Local pavements are too narrow for wheelchairs etc

#### **RELEVANT PLANNING POLICIES**

##### National Planning Policy Framework (NPPF) (2018)

Section 2 - Achieving sustainable development

Section 5 - Delivering a sufficient supply of homes

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

CS7 - Biodiversity and nature conservation

CS8 - Thames Basin Heaths Special Protection Areas

CS9 - Flooding and water management

CS10 - Housing provision and distribution

CS11 - Housing mix

CS12 - Affordable housing

CS13 - Older people and vulnerable groups

CS15 - Sustainable economic development

CS18 - Transport and accessibility

CS19 - Social and community infrastructure

CS20 - Heritage and conservation

CS21 - Design

CS22 - Sustainable construction

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

##### Development Management Policies Development Plan Document (DM Policies DPD) (2016)

DM1 - Green infrastructure opportunities

DM2 - Trees and landscaping

### 3 JUNE 2020 PLANNING COMMITTEE

DM7 - Noise and light pollution  
DM8 - Land contamination and hazards  
DM20 - Heritage assets and their settings

#### Supplementary Planning Documents (SPD's)

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

#### Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

#### South East Plan (2009) (saved policy)

NRM6 - Thames Basin Heath Special Protection Areas

#### Other Material Considerations

Planning Practice Guidance (PPG)  
EU Habitats Directive and the UK Habitat Regulations 2017  
Community Infrastructure Levy (CIL) Regulations 2010  
Listed Buildings & Conservation Areas Act 1990  
Thames Basin Heaths Special Protection Area Avoidance Strategy  
Circular 06/2005: Biodiversity and Geological Conservation  
Historic England - The Setting of Heritage Assets (2015)  
WBC - Waste & Recycling Provisions for New Residential Developments  
Woking Character Study (2010)  
Woking Strategic Flood Risk Assessment (SFRA) (November 2015)

#### Draft Site Allocations Development Plan Document (DPD) (Regulation 19 Consultation with Minor Modifications) July 2019

Policy UA22 - Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN

### **BACKGROUND**

The present application has been submitted in an attempt to overcome the previous sole reason for refusal of PLAN/2019/0146, which was as follows:

*The proposal would provide insufficient on site car parking provision and has failed to demonstrate that the level of on-site parking provision proposed would not result in the displacement of vehicle parking onto nearby streets, thereby exacerbating existing pressure for on-street car parking, particularly during evenings and weekends. As a consequence the proposal would cause harm to the amenity of both existing surrounding residential occupiers and future residential occupiers contrary to Policies CS18 and CS21 of the Woking Core Strategy (2012) and SPD Parking Standards (2018).*

With the exception of the inclusion of an increased level of on-site car parking (+11 spaces) the development remains as previously proposed under PLAN/2019/0146. The main issue in this application is therefore whether the inclusion of an increased level of on-site car parking has sufficiently overcome the previous sole reason for refusal. It is necessary to consider any planning issues arising from the inclusion of the increased level of on-site car parking. It is also necessary to re-state the other

### 3 JUNE 2020 PLANNING COMMITTEE

planning issues, although many of these remain unchanged from previous PLAN/2019/0146.

#### **PLANNING ISSUES**

1. The main planning considerations in determining this application are:
  - The planning policy context
  - Principle of development
  - Housing mix
  - Design and impact upon the character of the area
  - Heritage
  - Parking, highways implications and alternative modes of travel
  - Impact upon neighbouring amenity
  - Amenities of future occupiers
  - Biodiversity and protected species
  - Arboricultural implications
  - Thames Basin Heaths Special Protection Area (TBH SPA)
  - Affordable housing
  - Energy and water consumption
  - Flooding and water management
  - Contaminationhaving 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 (DM Policies DPD) (2016). Although not forming part of the Development Plan 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) (February 2019) comprises an overarching set of planning policies and details how the Government expects them to be applied. The revised NPPF was published on 19 February 2019 (albeit paragraph 209a was later removed on 23 May 2019 through a Written Ministerial Statement) and is a material consideration in the determination of this application. However, the starting point for decision making remains the Development Plan, and the revised NPPF is clear at Paragraph 213 that existing Development Plan policies should not be considered out-of-date simply because they were adopted or made prior to 19 February 2019. The degree to which relevant Development Plan policies are consistent with the revised NPPF has been considered in this instance, and it is concluded that they should be afforded significant weight.

### 3 JUNE 2020 PLANNING COMMITTEE

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.

#### Principle of development

6. It is a very significant and weighty material consideration in the determination of this application that the principle of development remains as per refused PLAN/2019/0146, which was refused only on parking grounds. Section 2 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and, so that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11). Section 2 of the NPPF also sets out that a social objective of the planning system is to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.
7. The site falls within the Urban Area of Old Woking between the Kingfield Local Centre (circa 163 metres to the west) and Old Woking Neighbourhood Centre (circa 341 metres to the east). The NPPF and Policy CS25 of the Woking Core Strategy (2012) promote a presumption in favour of sustainable development. Policy CS10 of the Woking Core Strategy (2012) identifies that the Council will make provision for an additional 4,964 net additional dwellings in the Borough between 2010 and 2027, with an overall affordable housing provision target of 35%. Paragraph 68 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.
8. The Draft Site Allocations DPD proposes that Ian Allan Motors, 63-65 High Street (within which the site largely lies) be allocated for residential development, including Affordable Housing. The draft policy, referenced UA22 in the Regulation 19 Consultation version (with Minor Modifications), sets out a series of criteria that any redevelopment of the site should seek to address.
9. The site comprises the former Ian Allan Motors site and the adjacent dwelling of Copthorne, which fronts Priors Croft. The buildings on the former Ian Allan Motors site were formerly used as a car showroom and garage/workshop and were demolished, and this area of the site cleared, in 2019 following a prior notification application (Ref: PLAN/2018/0584).
10. Although the former Ian Allan Motors part of the site is now cleared, and therefore has a nil use in planning terms, its former use as a car showroom, with garage/workshops, constituted a *sui generis* land use such that its loss was not contrary to Policy CS15 of the Woking Core Strategy (2012), which safeguards land within the employment areas for B class uses, except in certain exceptions, and permits the redevelopment of B class use sites elsewhere in the Borough for alternative uses that accord with other policies in the Core Strategy where (i) the existing use of the site causes harm to amenity and/or (ii) it can be demonstrated that the location is unsuitable for the needs of



### 3 JUNE 2020 PLANNING COMMITTEE

modern business. The site is not located within an Employment Area, as defined on the Proposals Map, and did not contain a B Class use. The use of the site for residential purposes does not conflict with Policy CS15, is supported in principle by Policy UA22 of the Draft Site Allocations DPD and has been previously established through outline planning permission reference PLAN/2017/0153, which remains extant until 20.12.2020.

11. Policy CS11 of the Woking Core Strategy (2012) states that the Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units unless there are overriding policy considerations justifying this loss. The reasoned justification text to Policy CS11 identifies family accommodation (in Paragraph 5.73) as 2+ bedroom units which may be houses or flats. The dwelling of Copthorne, fronting Priors Croft would be lost as part of the development and is a family home for the purposes of Policy CS11. Whilst the development would provide three 2 bedroom units all of the proposed units will provide accommodation, and an element of care to frail or vulnerable people, based on their medical needs, with the ability to maintain the lifestyle of independent living, and will do so on the basis of a social rent. Whilst the three 2 bedroom units would therefore not function as family accommodation the preceding combined factors represent a very significant public benefit of the development which is considered, in the particular circumstances of this case, and in light of the Housing Services consultation response (discussed later in the report) to represent an overriding policy consideration which justifies the loss of the single family dwelling at Copthorne, Priors Croft such that the application complies with this section of Policy CS11.
12. The site is situated within the Urban Area, beyond 400m (Zone A buffer) of the Thames Basin Heaths Special Protection Area (TBH SPA). The proposed development would make a significant contribution to meeting housing needs for specialist accommodation in the Borough, and towards the Woking Core Strategy (2012) requirement to provide at least 4,964 dwellings within the Borough between 2010 and 2027, providing 47 net additional dwellings (1 dwelling at Copthorne is to be lost).
13. Policy CS10 of the Woking Core Strategy (2012) sets an indicative density range of between 30 - 40 dwellings per hectare (dph) for infill development in the rest of the Urban Area (ie. those areas outside of Woking Town Centre, West Byfleet District Centre, Local Centres and Employment Areas and major sites identified within the Core Strategy), as in this instance, although states, within the policy text, that *“the density ranges set out are indicative and will depend on the nature of the site. Density levels will be influenced by design with the aim to achieve the most efficient use of land. Wherever possible, density should exceed 40 dwellings per hectare and will not be justified at less than 30 dwellings per hectare, unless there are significant constraints on the site or where higher densities cannot be integrated into the existing urban form. Higher densities than these guidelines 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”*.
14. Delivering an appropriate density of development is essential as it ensures the best and most efficient use of land; delivering higher densities on redevelopment sites ensures that less land is required to meet housing need. Increasing densities also promotes sustainable development as more buildings,

### 3 JUNE 2020 PLANNING COMMITTEE

residences, shops, and services can be provided closer together for ease of walking, to enable a more efficient use of services and resources.

15. The density of the proposal would be 158 dph (dwellings per hectare), when excluding the carriageways and footways from the site, and 142 dph when taking account of the entire red-lined site area. Whilst this is above the indicative density range of 40 dph for infill development in the rest of the Urban Area density itself is not determinative of overdevelopment of the site. Consideration should also be afforded to the result of this density such as how it is manifest in the proposed building heights and the impact upon the character of the area. This will be considered further in later sections of this report.
16. Furthermore the reasoned justification text to Policy CS10 states that "*the locations and proportions of new dwellings listed in the policy are intended to be broad proportions that can be varied in relation to the availability of suitable land for development, so long as the basic relationships in the settlement hierarchy are not undermined*", that "*the density ranges set out in the policy are not intended to be prescriptive, but a guide to inform development proposals*", that it is "*important to ensure that a balance is achieved between making efficient use of land and delivering the right type of housing to meet the needs of the whole community*" and that "*the Borough's Local and Neighbourhood Centres offer community facilities and local services and are within a reasonable distance of the town and district centres via public transport*".
17. In addition to the factors above the mix of housing proposed is an important consideration, as is the fact that the site is situated between, and within walking distance of both, the Kingfield Local Centre (circa 163 metres to the west) and the Old Woking Neighbourhood Centre (circa 341 metres to the east). These Local and Neighbourhood Centres offer community facilities and local services and are within a reasonable distance of Woking Town Centre via public transport.
18. Therefore, subject to the detailed considerations to follow, no 'in principle' objection is raised to the proposed residential development quantum.

#### Housing mix

19. It is a very significant and weighty material consideration in the determination of this application that the housing mix remains as per refused PLAN/2019/0146, which was refused only on parking grounds. The applicant advises that to be eligible to reside within the development future residents will need to have been assessed by the Extra Care Panel (made up of representatives from Woking Borough Council and the Woking Social Care Team) as needing this type of accommodation, environment and support (as set out in the Council's adopted Housing Allocations Policy). The applicant advises that whilst many residents will be aged 60 or over, the Extra Care Panel will also consider other applicants who would benefit from this environment - for example, disabled applicants and those with early onset dementia. These requirements can be secured through an Undertaking of the Chief Executive of Woking Borough Council.
20. Policy CS13 of the Woking Core Strategy (2012) is titled 'Older people and vulnerable groups' and the first line of the policy states that the Council will support the development of specialist accommodation for older people and

### 3 JUNE 2020 PLANNING COMMITTEE

vulnerable groups in suitable locations. Each of the 48 proposed units would benefit from self-contained kitchen and bathroom facilities and private living space, and the development would provide access to communal facilities including a dining room, living room, salon, semi-enclosed courtyard and roof terrace.

21. It is clear that the development would meet a specific accommodation need, including access to an element of care (if and when required) for older people and vulnerable groups, with the ability to maintain the lifestyle of independent living. The development would cater for a sector of the population with a specific need and therefore constitutes specialist accommodation to which Policy CS13 is applicable.
22. Policy CS13 states that new specialist accommodation should be of high quality design, including generous space standards and generous amenity space (which are assessed within the relevant sections of this report) and that at least 50% of schemes should have two bedrooms unless the development is entirely for affordable units where a smaller percentage may be more appropriate. Within the application form the applicant has set out that the development is entirely for affordable units; Policy CS13 enables a smaller percentage of two bedroom units if deemed to be more appropriate.
23. The development would provide 45 one bedroom units (94%) and 3 two bedroom units (6%). The Council's Housing Services have commented that recent experience of allocating to new two bed affordable rent sheltered / extra care units has shown that there is likely to be little demand for two bedroom units and that rather the need is for one bedroom units, in particular those for single occupancy. Housing Services also comment that analysis of the Council's Housing Register data (January 2020) also overwhelmingly supports the need for one bedroom units, and not two bedroom units, with 72 persons currently on the Register waiting for sheltered / Extra Care one bedroom accommodation, including 18 persons from Sheerwater, and 12 persons requiring one bedroom supported housing. Accordingly, the proposed mix of predominantly one bedroom units (94%) is fully supported by Housing Services, whilst having a small number of two bedroom units will give some flexibility where there is a need for two bedroom dwellings where, either due to health or dependency reasons, more than one bedroom is required for certain applicants.
24. Accordingly, the proposed mix of predominantly one bedroom units (94%) is considered to be acceptable and to comply with Policy CS13 of the Woking Core Strategy (2012), having regard to the fact that the development in this instance is entirely for social rent.

#### Design and impact upon the character of the area

25. It is a very significant and weighty material consideration in the determination of this application that the proposed building (including its height, form, mass, architectural detail and facing material palette) remains as per PLAN/2019/0146, which was refused only on parking grounds. The development differs, in design and character terms, to refused PLAN/2019/0146 only in terms of the proposed demolition of the adjacent dwelling at Copthorne (fronting Priors Croft) and the provision of additional car parking within the area presently occupied by Copthorne.

### 3 JUNE 2020 PLANNING COMMITTEE

26. Section 12 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and that good design is a key aspect of sustainable development. Policy CS21 of the Woking Core Strategy (2012) states that development should respect and make a positive contribution to the street scene and the character of the area paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.
27. Policy CS24 of the Woking Core Strategy (2012) 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. The Woking Character Study (2010) and SPD Design (2015) also provide design considerations.
28. Old Woking is located to the south-east of Woking Town Centre and was the original Woking village, although the arrival of the railway saw Woking move away from the old village and develop around the railway station. Old Woking grew significantly during the Inter-war and Post World War II period. It was a major area of council housing, which was a new feature of this period. Private development followed in the Inter-war period as farms were sold off to house builders, often creating ribbon developments along new roads. More recent infill development has occurred within Old Woking, with commercial and industrial areas redeveloped as housing, including a large housing development in the north-east of Old Woking which was originally the Hoebridge Works Factory, granted planning permission in 2006.
29. The predominant typology within this area of Old Woking is Inter-war/Immediate post war development. There is also a substantial area of Post War development and some areas of modern infill and redevelopment. There are also large areas of other development, including playing fields, schools, commercial and retail. The buildings along the High Street vary in age. There are several older Pre-Victorian properties, many Late Victorian/Edwardian properties and other residential properties of all the remaining time periods.
30. Housing within the wider Old Woking area is generally red or brown brick and two storeys with the upper storey often rendered or pebble dashed and painted in pale colours, although some properties demonstrate hung tiles. Properties are generally semi-detached or in short terraces of around four houses and roofs are generally brown concrete tiles and pitched. Roads are generally quite wide with verges and footpath on both sides. Properties also have front gardens, often with boundaries marked by low brick walls or hedges. Parking was originally on street and still is in many locations. Some properties, however, have converted front gardens into parking provision.
31. The site is situated between High Street and Priors Croft and comprises the former Ian Allan Motors site and the adjacent dwelling of Copthorne, which fronts Priors Croft. The buildings on the former Ian Allan Motors site were formerly used as a car showroom and garage/workshop and were demolished, and this area of the site cleared, in 2019 following a prior notification application (Ref: PLAN/2018/0584). Copthorne is a dwelling of two storeys in height with an associated rear garden, small rear outbuilding and front driveway.

### 3 JUNE 2020 PLANNING COMMITTEE

32. The site bounds the street scenes of both High Street and Priors Croft. The southern side of Priors Croft, to the west, demonstrates intermittent detached two storey dwellings, which have been historically constructed at the terminus of rear gardens of properties fronting High Street. There is no consistent pattern and grain of development to the southern side of Priors Croft, and the existing intermittent dwellings demonstrate variations in architectural approach and are interspersed by the terminus of rear gardens fronting High Street, some of which have been laid to hardstanding and utilised for the provision of car parking. On the southern side of Priors Croft to the east there are both single storey and two storey dwellings although the greater height of buildings at Westminster Court and Grosvenor Court (both of which have recently been converted from office-to-residential through prior approval) are visible towards the east.
33. The northern side of Priors Croft demonstrates a two storey block of flats with semi-detached pairs of dwellings and terraces of dwellings of a similar form and design. The predominant area to the north contains off-street parking bays laid to tarmac with a large area of open space laid to lawn.
34. The prevailing character to both the northern and southern sides of High Street to the east and west is of detached and semi-detached two storey dwellings, although there is a sub-station on the southern side of High Street opposite the eastern side of the site. Immediately adjacent to the site to the east is a petrol station.
35. The development would address both the High Street and Priors Croft frontages, taking the form of a single building - adopting a broad 'U' shape above ground floor level - which would range in height from a single storey fronting High Street (although set-back) to four storeys, with the fourth floor contained within a 'mansard' style floor, fronting Priors Croft.
36. A single storey element (providing an amenity roof terrace to part of the roof) would be set back from High Street by between approximately 12.6m and 18.0m, behind 11 parking spaces provided on this side of the site. The building line of the single storey element would project only slightly forwards of that of adjacent Hale Lodge (No.61 High Street), which is orientated at a slightly oblique angle. The presence of the adjacent Petrol Station, and the location of the existing buildings on the site, mean that a strong, prevailing building line does not exist on this northern side of High Street.
37. At third floor level the building would be set back by approximately 24.0m from High Street, demonstrating a mansard style floor to this southern section of the western wing, which would reflect the form and appearance of the fourth floor of the remainder of the building, which would also demonstrate a mansard style. The four storey element would wrap around to the rear of the adjacent petrol station, being set back by approximately 31.0m from High Street. The remainder of the four storey element would be set back from High Street by between 36.0m and 39.0m. The heights of these respective elements, combined with the retained levels of separation to High Street and the containment of the fourth floor within the mansard style roof, which would serve to reduce the perceived height and bulk of the building both through a differentiation of form and facing material, are considered to preclude the building from exerting an overbearing, or unduly intrusive, effect upon High Street.

### 3 JUNE 2020 PLANNING COMMITTEE

38. It is also proposed to utilise a combination of buff and grey brick to the lower element fronting High Street, which would serve to add visual interest, in addition to the use of projecting and recessed brick details. The use of this dark 'plinth' would increase the perception of depth and space whilst also providing a contemporary backdrop for planting.
39. The northern elevation (fronting Priors Croft) would be four storeys in height and present a strong character through the mansard style fourth floor and the consistent emphasis of the glazing and recessed brick panels, which would contain projecting brick as a feature. The elevation would be further articulated through the expression of each vertical set of units through brick recesses containing the rainwater downpipes, with the guttering hidden. The northern elevation would serve to strongly reinforce the Priors Croft street scene and add natural surveillance to what is currently an inactive frontage marked by a boundary treatment.
40. Generally the fourth floor mansard level would utilise projecting window detailing, the contrast of which against the adjacent roof covering would be strengthened through the use of a differing zinc tone. Decorative Juliet balcony detailing would also serve to add visual interest to the upper levels of the building and depth and shadow would be added through the use of window reveals and recessed and projecting brickwork elements. The curved plinth element, which would wrap around the western side of the building and present to Priors Croft (although set back from the parking in this location), would be finished in darker facing materials, which would serve to visually recess this element. The overall approach to external materiality would be contemporary but with reference within the locality.
41. The proposal would provide a courtyard, a first floor roof terrace, and for a defensible landscape buffer between the northern elevation and Priors Croft. The application has been submitted with hard landscape and planting information (including within the courtyard and roof terrace, and with provision for a 'wildlife garden' to the western side) in order to enhance and soften the appearance of the development. This factor also has to be considered in light of the Ian Allan Motors section of the site, which was formerly laid entirely to either building footprints or asphalt and contained no meaningful soft landscaping or variation in hard landscape materials.
42. Whilst it is acknowledged that the northern section of the proposed building would be greater in height than the two storey dwellings on the northern side of this section of Priors Croft it must be borne in mind that there are larger scale buildings a short distance to the east at both Grosvenor Court and Westminster Court, both former office buildings which have been converted to residential use through the prior approval process. The greatest height of the proposal has been restricted to the Priors Croft frontage, which is considered to be less sensitive to change, and less consistent in terms of building scale, height and proportion than that of High Street.
43. Additionally, the maximum height above ground level of the proposal (the four storey section fronting Priors Croft) would be approximately 13.2m (excluding roof plant enclosures). For comparison the maximum height of Grosvenor Court (a short distance to the east) is approximately 14.0m. It is considered that the site is an appropriate one on which to achieve a higher density than the surrounding area and that this increase in density would be appropriate to the

### 3 JUNE 2020 PLANNING COMMITTEE

context, with building heights reflecting examples within the local context.

44. Whilst the dwelling of Copthorne (fronting Priors Croft) would be demolished this southern side of Priors Croft, to the west, demonstrates only very intermittent detached two storey dwellings, historically constructed at the terminus of rear gardens of properties fronting High Street. As such there is no consistent pattern and grain of development to the southern side of Priors Croft. Indeed, to the west of Copthorne the southern side of Priors Croft is marked for some distance only by the terminus of rear gardens of dwellings fronting High Street, some of which have been laid to hardstanding and utilised for the provision of car parking. For these combined reasons the demolition of the dwelling of Copthorne, and the provision of car parking within the same area, would not give rise to any injury to townscape, and would not give rise to any harm to the character of the area.
45. Overall it is considered that, although achieving a higher density than prevailing within the surrounding area, the proposed development would respect and make a positive contribution to the street scene and the character of the area in accordance with Policies CS21 and CS24 of the Woking Core Strategy (2012), SPD Design (2015) and Section 12 of the NPPF.

#### Heritage

46. The site is located adjacent to Grade II Statutory Listed Hale Lodge (No.61 High Street) (a designated heritage asset), within an Area of High Archaeological Potential and within close proximity to the Locally Listed Building of Shackleford House (Nos.71-73 High Street) (a non-designated heritage asset). Whilst there are other Statutory Listed Buildings located on the southern side of High Street (Nos.80, 82, 84, 86 and 88 High Street) having regard to the retained level of separation and intervening features (petrol station and High Street carriageway), combined with the scale and form of the proposal, it is not considered that any impact would occur to the setting of Nos.80, 82, 84, 86 and 88 High Street.
47. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:

*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*
48. Policy CS20 of the Woking Core Strategy (2012) and Policy DM20 of the DM Policies DPD (2016) both relate to heritage assets. Policy DM20 states that proposals will be required to preserve and/or enhance the heritage asset, including its setting.
49. The NPPF provides a number of definitions with regard to assessing the impact upon heritage assets:

*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*

### 3 JUNE 2020 PLANNING COMMITTEE

*heritage assets and assets identified by the local planning authority (including local listing).*

*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.*

*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.*

50. 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. Paragraph 190 of the NPPF 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.
51. 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.
52. 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.
53. 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.
54. 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 heritage assets (with the exception of potential archaeological assets - addressed separately within this report) and therefore the only heritage harm that may potentially arise would be as a consequence of development within



### 3 JUNE 2020 PLANNING COMMITTEE

the setting of adjacent Statutory Grade II listed Hale Lodge (No.61 High Street) and the Locally Listed Building of Shackelford House (No.71 - 73 High Street) to the east.

55. 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.

#### *Hale Lodge (No.61 High Street)*

56. Adjacent Hale Lodge (No.61 High Street) is Grade II Listed (first listed in 1984) and dates from the early 18th Century. The property is two storeys in height and timber framed, with a brick exterior and a plain tiled roof, with a ridge stack to the right. The property demonstrates three casement windows across the first floor, with those in the outer gable front bays under cambered heads. A central 20<sup>th</sup> Century half glazed door occupies the brick gable porch and the timber frame is exposed in the gable to the rear left.
57. Existing development to the east and west of Hale Lodge post-dates Hale Lodge, which dates from the early 18th Century, and has therefore permanently altered the immediate setting of this heritage asset. The setting of Hale Lodge also consisted of the former, albeit now cleared, use of the majority of the site for the display and sale of cars, including the external display of cars on the apron of hardstanding immediately adjacent to the common boundary. Therefore it is not considered that the former setting of Hale Lodge made a significant contribution to the significance of this heritage asset. Furthermore the site is not considered to have an economic, social or historical relationship with Hale Lodge.
58. However the absence of buildings on the site within close proximity to the common boundary, and the generally low height of the now demolished Ian Allan Motors buildings on the site, permits views of Hale Lodge at oblique angles from High Street and, to a lesser degree, Priors Croft, and does allow, in views from High Street, the form of this heritage asset to be appreciated in some isolation from development to the east, albeit the former apron of hardstanding and lighting columns did detract from the visual and physical setting of this heritage asset to some degree. Overall therefore, some of the significance of Hale Lodge is derived from the absence of buildings on the site within close proximity to the common boundary with Hale Lodge, and the generally low height of former buildings on the site.
59. The proposed building would be located approximately 3.8m from the common boundary with Hale Lodge at its closest point (excluding the roof terrace escape stair enclosure). It would rise to three storeys in height approximately 7.0m from the common boundary and to four storeys approximately 9.8m from the common boundary. Whilst the 'mansard' style form of the third and fourth storeys would serve to reduce the perceived scale and mass of the building (through 'lightening' this fourth floor) the resulting building would nonetheless appear prominently in close context with Hale Lodge in views achieved from High Street (particularly when travelling eastwards along High Street and in views directly from the south) and Priors Croft. Whilst the proposed building would not significantly screen oblique views of Hale Lodge when travelling westwards along High Street its presence would nonetheless be readily

### 3 JUNE 2020 PLANNING COMMITTEE

apparent in such views.

60. Whilst this is the case the replacement of the former car showroom, garage/workshop, use with a more benign (in potential noise, movement etc. terms) residential use would represent an improvement to the setting of Hale Lodge, in land use terms.
61. Within a 2019 appeal decision, on an unrelated site outside of the Borough, (Ref: APP/P0119/W/17/3189592) an Inspector stated that "*whilst at times the exercise of identifying the degree of harm within the category of less than substantial harm can appear like trying to count how many angels can dance on the head of a pin, it does have value when applying the statutory duty and Framework paragraphs 193, 194 and 196*".
62. Whilst there would be visual and physical harm to the setting of Hale Lodge, as a result of the scale, bulk and close proximity of the proposed building, it is considered that the proposal would result in less than substantial harm, in the middle of the lower end of that scale, to the significance of the designated heritage asset of Hale Lodge. This less than substantial harm should nonetheless be afforded great weight in line with Paragraph 193 of the NPPF, although should be weighed against the public benefits of the proposal, including the benefit of providing housing, in line with Paragraph 196 of the NPPF.
63. The provision of 48 specialist accommodation units to the housing stock within the Borough represents a public benefit of the proposal. That 100% of these 48 units would constitute social rented housing represents a significant public benefit of the proposal. The less than substantial harm to the significance of the designated heritage asset of Hale Lodge will therefore be weighed against the public benefits of the proposal in the planning balance at the conclusion of this report. It is a very significant and weighty material consideration in the determination of this application that conclusions with regard to the impact upon the setting of Hale Lodge remain as per PLAN/2019/0146, which was refused only on parking grounds.

*Shackleford House (No.71 - 73 High Street):*

64. Shackleford House (No.71 - 73 High Street) is Locally Listed as a Building of Architectural Significance (being a non-designated heritage asset) and is situated to the east of the adjacent petrol station (towards the south of the site). The Local Listing of Shackleford House as a Building of Architectural Significance indicates that it is the architectural significance, as opposed to townscape significance, which forms the significance of this building. This factor heavily reduces the significance which the setting of Shackleford House makes to the Locally Listed status of this building. Furthermore the site is considered to have no economic, social or historical relationship with Shackleford House and the visual and physical relationship between the two is heavily reduced, in views from High Street, by the intervening petrol station, and somewhat reduced, in views from Priors Croft, by the extent to which the building of Shackleford House is set back from the Priors Croft carriageway.
65. 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

### 3 JUNE 2020 PLANNING COMMITTEE

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.

66. The proposed development would not directly affect the non-designated heritage asset of Shackleford House however the proposed building would affect the setting (an indirect affect) of Shackleford House, being readily apparent in close proximity to the rear (north) elevation of Shackleford House when viewed from Priors Croft. Furthermore the scale, form and siting of the proposal would result in the proposed building being apparent above the roof profile of Shackleford House, albeit at some distance, when viewed obliquely travelling westwards along High Street. Taking the preceding into account, and having regard to the scale of any harm to the significance of the heritage asset in line with Paragraph 197 of the NPPF, the proposed building would result in less than substantial harm to the significance of Shackleford House at the lowest end of the scale. It is a very significant and weighty material consideration in the determination of this application that conclusions with regard to the impact upon the setting of Shackleford House remain as per PLAN/2019/0146, which was refused only on parking grounds.

#### *Archaeology*

67. Section 16 of the NPPF places the conservation of archaeological interest as a material planning consideration. Paragraph 189 of the NPPF states that where a site on which development is proposed 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.
68. The site is located within an Area of High Archaeological Potential (AHAP), as defined on the Proposals Map, related to the Historic Core of Old Woking and Shackleford. Policy CS20 of the Woking Core Strategy (2012) states that:

*Within Areas of High Archaeological Potential (as illustrated on the Proposals Map), development will not be permitted unless the following are satisfied:*

- *Submission of an archaeological assessment of the site.*
- *Where archaeological importance of the site has been identified, a programme setting out a full archaeological survey of the site has been submitted and agreed with the Council.*

69. Any archaeology underlying the site has previously been addressed in relation to earlier applications, and comprises an Archaeological Desk Based Assessment (Allen Archaeology Ltd, 2016) which identified that the site lies to the west of the main focus of Old Woking but nonetheless the area has been within the settlement of Shackleford from at least the 14th century. A subsequent Trial Trench Evaluation exercise, undertaken by AOC Archaeology (2019), involved the excavation of five trial trenches across the former Ian Allan Motors section of the site. The report, (submitted in support of this application) details the results of these targeted trial trenches and concludes:

*“The soil sequence revealed Head deposits of silty sand overlain by historic made ground dated to the late 18th-early 19th centuries, above which was a modern deposit from the recent demolition of buildings occupying the site. Wall*

### 3 JUNE 2020 PLANNING COMMITTEE

*foundations of two modern buildings and a soakaway were recorded, but no other archaeological features were observed. Three late 19th-early 20th century glass bottles were retrieved from the made ground but are noted as common finds.”*

70. There was no evidence of earlier post medieval archaeological remains, nor anything of particular archaeological significance which warranted further archaeological investigative work on the former Ian Allan Motors section of the site. A further Archaeological Desk Based Assessment has been produced by the Archaeology Collective (2020) to address the specific potential impact of the current application, which also includes a small area of land to the west (Cophthorne) which was not previously archaeologically evaluated.
71. The County Archaeologist comments that based on the information presented within the Desk Based Assessment, and the information gained from the adjacent evaluation trench, they agree that it does not seem likely that significant archaeological remains will be present on the small area of land to the west (Cophthorne), which was not previously archaeologically evaluated and therefore that they have no further archaeological concerns or requirements. The proposal therefore complies with Policy CS20 of the Woking Core Strategy and the NPPF and no conditions are required in respect of archaeology.

#### Parking, highways implications and alternative modes of travel

72. The NPPF (Section 9) promotes sustainable transport. Paragraph 108 states that, in assessing specific applications for development it should be ensured that, inter alia, appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location, and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
73. Paragraph 109 of the NPPF 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. Policy CS18 of the Woking Core Strategy (2012) aims to locate most new development within the main urban areas, served by a range of sustainable transport modes, such as public transport, walking and cycling.

#### *Alterations to vehicular access/egress and servicing arrangements*

74. The site is bound to the north by Priors Court and south by High Street and part of the site formerly operated as a car showroom and sales site. As part of this former operation the main vehicular access for the site was afforded onto High Street, although additional accesses were afforded onto Priors Croft, providing access to the workshop areas formerly located towards the northern boundary.
75. High Street is a two-way single carriageway road subject to a 30mph speed limit and benefitting from a number of retail facilities and bus stops located within 400m of the site. Priors Croft is a residential no-through road with 30mph speed restrictions and informal on-street parking in the vicinity of the site.
76. The proposal would slightly amend the existing vehicular access onto High

### 3 JUNE 2020 PLANNING COMMITTEE

Street, serving 11 parking spaces. An additional vehicular access is proposed onto Priors Croft, towards the north-western side of the site, to serve 14 parking spaces.

77. The footway along the northern boundary (on Priors Croft) would also be reinstated as part of the formal works required to implement the proposed new access to bring it up to a full height kerb.

#### *Parking*

78. SPD Parking Standards (2018) requires a maximum of 1 car parking space per 1 or 2 bed self-contained unit, or individual assessment, in the case of sheltered accommodation, and a maximum of 1 car space per 2 residents or individual assessment justification in the case of care / nursing homes. SPD Parking Standards (2018) does not specifically cater for extra care housing as proposed; nonetheless the preceding are considered the most comparable uses listed.
79. The application has been submitted with a Transport Statement (TS), dated March 2020. 25 parking spaces are proposed, representing an increase of 11 parking spaces in comparison to previously refused PLAN/2019/0146, (which proposed 14 spaces) and therefore provides an overall parking ratio of 0.52 spaces per unit, in comparison to the 0.29 spaces per unit applicable to previously refused PLAN/2019/0146. The increase in parking (+78%) has been largely facilitated by acquiring the adjoining property of Copthorne on Priors Croft, which is to be demolished.
80. The TS sets out that the proposed development would accommodate residents over the age of 60, but with consideration for other applicants who would benefit from the proposed environment (the recommendation for the Undertaking of the Chief Executive of Woking Borough Council refers), would include communal dining and recreation facilities, and that each unit would include sufficient space to store a mobility scooter.
81. The TS states that because the TRICS (Trip Rate Information Computer System) database contains only one 'sheltered' housing development in Surrey (Guildford), surveys of extra care housing sites were commissioned to obtain first-hand data, with the following sites considered similar to the development site, in terms of location description, car parking ratio and number of self-contained flats. The TS states that the following sites were surveyed between the hours of 07:00-19:00 on Tuesday 3rd March 2020, to justify the proposed parking provision in this instance (0.52 spaces per unit). Full CCTV survey results are contained within the TS:

Site	Address	Location Description	No. Beds	No. On-Site Car Parking Spaces	Parking ratio	On-Street Parking
Brockhill	Clifton Way, Woking, GU21 3NE	Suburban	49 self-contained flats	23 spaces (5 gated staff spaces)	0.47	6 spaces on eastern side of Clifton Way
Campbell Place	Campbell Close, Fleet,	Suburban/Edge of Town	74 self-contained flats	32 spaces (informal arrangement)	0.43	N/A

### 3 JUNE 2020 PLANNING COMMITTEE

	GU51 4AL	Centre				
Aldwyn Place	Larchwood Drive, Englefield Green, TW20 0RZ	Suburban	56 self-contained flats	16 spaces	0.29	5 spaces on southern side of Larchwood Drive

82. The survey results for the sites are contained within the TS and establish that total parking accumulation for all three sites did not exceed total on-site parking capacity, apart from the Brockhill care facility, which required two of the available on-street parking spaces situated at the site frontage for one hour between 10:00 and 11:00, however it should be noted that the Brockhill care facility includes some traffic associated with the 'Meals on Wheels' facility on site. The average peak parking demand across the three surveyed sites was observed to be 0.413 cars per unit. If applied to the present proposal this would result in a peak demand of 20 parking spaces, below the proposed 25 spaces proposed.
83. A swept path assessment of a selection of the parking spaces has been submitted as part of the TS, which confirm that the layout of the parking spaces is acceptable.
84. To summarise, parking provision (25 spaces) for the present proposal represents an increase of 11 spaces (+78%) in comparison to previously refused PLAN/2019/0146, (which proposed 14 spaces) and would therefore provide an overall parking ratio of 0.52 spaces per unit, in comparison to 0.29 spaces per unit for previously refused PLAN/2019/0146. In addition, the appropriateness of the level of car parking proposed has been robustly justified through first-hand surveys of local extra care housing sites, similar to the application site in terms of location description, car parking ratio and number of self-contained flats. This survey work has established that total parking accumulation for all three surveyed sites did not exceed total on-site parking capacity, apart from the Brockhill care facility, which required two of the available on-street parking spaces situated at the site frontage for one hour between 10:00 and 11:00, however the Brockhill care facility includes some traffic associated with the 'Meals on Wheels' facility on site. The average peak parking demand across the three local surveyed sites was observed to be 0.413 cars per unit. If applied to the present proposal this would result in a peak demand of 20 parking spaces, below the proposed 25 spaces proposed. Therefore it is not considered that the present proposal would not lead to any displaced parking on the local highway network.
85. For these combined reasons it the sole reason for refusal of PLAN/2019/0146 has been sufficiently overcome; the proposed (increased) level of car has been justified as sufficient and can be secured via recommended condition 11. The requirement for future residents to first be assessed, and approved by, the Extra Care Panel as requiring this type of accommodation, environment and support (i.e. relating to age / medical conditions / vulnerability) can be secured through the Undertaking of the Chief Executive of Woking Borough Council and would assist in ensuring that the level of car parking remains sufficient.
86. No specific requirements are provided within SPD Parking Standards (2018) for accessible parking for residential uses. The development includes 2 accessible

### 3 JUNE 2020 PLANNING COMMITTEE

parking bays in the car park accessed from High Street. In terms of Electric Vehicle (EV) provision SPD Climate Change (2013) requires a minimum of 5% active charging points, and 15% passive charging points, for flats with communal facilities of 20 or more parking spaces. The development includes 20% (i.e. 5 spaces) active EV points and thus meets the requirements of the SPD; it is preferable for all 20% of EV points to be active, as opposed to 15% passive and 5% active.

#### *Cycle parking*

87. SPD Parking Standards (2018) sets out that the provision of good quality cycle parking supports cycling as a means of transport. The particular circumstances of this case are not considered to be encompassed within table 4.6 of the SPD because the units provided would not fall within the definition of “C3 Dwelling houses (family houses, up to 6 residents living as a single household, including where care is provided)” due to the age and health characteristics of future residents, and that the 45 one bedroom units are likely to be within single occupancy, in which the potential provision of two cycle spaces per unit would be unrealistic, inefficient in land use terms and fail to serve a valuable purpose.
88. Whilst the most comparable use, within table 4.6 of the SPD, is considered to be “Care homes/Nursing homes”, in which individual assessment is required, the proposed development would also not fall squarely within this definition. It is therefore considered the most relevant use within table 4.6 of the SPD is “*Sui generis and all other uses not mentioned above*”, in which individual assessment is required.
89. The TS states that, using statistics provided by the DfT from 2016/17, nationally 15.7% of those aged 55-64, 10.5% of those aged 65-74, 5.4% of those aged 75-84 and 2.3% of those aged 85+ undertake at least 1 trip per month by cycle; therefore these individuals require access to cycle parking. The TS sets out that, based on the anticipated 51 residents, this data would support provision of 8 cycle parking spaces (15.7%).
90. However, the TS also notes that in Woking Borough the proportion of individuals undertaking at least 1 cycle trip per month is 24.4% of the local population, which would support provision for 12 cycle parking spaces for the anticipated 51 residents. For robustness, it is therefore proposed that sheltered cycle parking is provided on-site for 14 cycles, stating that the use of this area will be regularly reviewed to understand demand and, should it be found that demand regularly exceeds supply, then the operators of the site (in this instance Woking Borough Council or one of its agents) will investigate the feasibility of securing additional provision. The proposed level of cycle parking is therefore considered to have been justified as being appropriate and can be secured through recommended condition 14.

#### *Alternative modes of travel*

##### *Walking*

91. It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Wide and well-lit footways are located on both sides of High Street, providing access to the retail facilities and local bus stops

### 3 JUNE 2020 PLANNING COMMITTEE

situated on High Street.

92. To the west of the site there are tactile paving crossing points located at the Shackleford Road junction and a pelican crossing facility circa 5m further east of this junction, providing access to the Shackleford Road bus stops. A central pedestrian refuge and dropped kerbs with tactile paving are also afforded at the Kingsfield Road/Vicarage Road/High Street roundabout junction approximately 350 metres west of the site on Kingfield Road that would enable staff and residents of the site to access the Sainsbury's Local and the Vicarage Road bus stops beyond. To the east of the site a pedestrian refuge is located on High Street circa 200m from the site.

#### *Cycling*

93. The closest cycle infrastructure to the site is National Cycle Route (NCR) 223, which is located approximately 1 kilometre to the west of the site via which local towns such as Woking and Guildford can be accessed. NCR221 also operates through Woking Town Centre, approximately 3 kilometres to the north of the site, and provides a route between West Byfleet and Brookwood along the Basingstoke Canal which passes close to Woking Town Centre.

#### *Bus*

94. The nearest bus stops to the site are approximately 140 metres (a 2-minute walk) east of the site on High Street and are known as the 'Crown and Anchor' bus stops. Bus services 462 and 463 are accessible from these stops which provide routes between Woking and Guildford. Both of these bus stops are flag and pole bus stops displaying timetable information. In addition, 250m west of the site on High Street are the Shackleford Road bus stops, which are also served by these bus services. These stops include bus shelters, timetable information and are supported by a pelican crossing facility. Further bus stops are located approximately 500 metres (6-7 minutes' walk) west of the site on Vicarage Road. Here the bus service known as 'Max 34' can be accessed which offers a 30-minute frequency service towards Woking Town Centre and the railway station.
95. Subsequently withdrawn application reference PLAN/2018/0708 included investigations into the potential provision of a pedestrian island/refuge on High Street, circa 45m east of the site, in order to improve pedestrian access from the site to the 'Crown and Anchor' bus stops. The proposal was assessed as part of a Stage 1 Road Safety Audit which highlighted a number of issues regarding pedestrian visibility due to unrestricted on-street parking along the southern section of High Street. Whilst the Designers Response outlined how these issues would be overcome Surrey County Council (SCC) (the relevant highway authority) advised that the proposed solutions would "*eliminate a length of much needed on-street parking*" and that the reduction in carriageway width to 3.2m "*is going to be quite tight for any HGV on the A247*". Therefore, SCC decided not to progress with the proposed pedestrian crossing.

#### *Dial-A-Ride Services*

96. The TS sets out that for residents that cannot access buses that circulate on the local highway network (operated by White Bus / Arriva Kent and Surrey), Dial-A-Ride services can be utilised which provide flexible transport for



### 3 JUNE 2020 PLANNING COMMITTEE

residents with reduced mobility. Residents of the proposed development would also have access to the Council's Dial-A-Ride services. This includes WBC's Bustler Bus, which operates services between 09:00-16:30 Monday to Friday and 09:00-13.30 Saturdays (times refer to first and last pick up). Bustler takes individuals or groups anywhere within Woking Borough, including into Woking Town Centre, to visit friends, relatives, or one of the many leisure facilities. The service has also been extended to cover St Peters, Royal Surrey County and Ashford hospitals. Individuals must register and then book at least the day before to use the service.

#### *Rail*

97. Woking railway station is the closest railway station to the site, located within Woking Town Centre. As previously set out, bus services 'Max 34' and 463 provide access to Woking railway station from the site. Woking railway station provides access to a wide range of high-frequency South Western Railway services to various local and regional destinations, including fast, direct services to Clapham Junction and London Waterloo and destinations including Guildford, Surbiton, Weybridge, Alton and Portsmouth Harbour.
98. Overall the site is well connected in terms of access to the wider highway network as well as for providing opportunities for travel by a range of alternative modes to the private car. In addition, prospective residents of the site would be able to access a number of local services, as needed. There is not a significant accident issue locally and prospective residents of the site would be able to access a number of local services, as needed. It is therefore considered that the proposals fully accord with Policy CS18 of the Woking Core Strategy (2012) and the NPPF.

#### *Highway trip / traffic generation*

99. The TS sets out that the proposed development would accommodate residents over the age of 60, but with consideration for other applicants who would benefit from the proposed environment (the recommendation for the Undertaking of the Chief Executive of Woking Borough Council refers), including communal dining and recreation facilities, and that each unit includes sufficient space to store a mobility scooter within the living room area. The TS also sets out that there will be two on-site carers in the morning, one in the afternoon and one on waking nights; meeting the needs of residents 24 hours per day every day, and that residents would be in control of their own care package and have the ability to purchase additional care from the on-site team, or externally of the wider site. The TS states that the development is expected to offer regular visits from hairdressers (twice a week), opticians (every 6 months) and chiropodists (monthly) as part of the services offered to residents.
100. Whilst (the cleared area of) the site has been vacant for some time, the vast majority of the site had a former use as a car showroom and garage/workshop, which has been reviewed within the TS to understand how the site previously operated, including the use of the access onto High Street. To enable an assessment of the historic operation of the site, a TRICS assessment has been undertaken for a car showroom use with criteria comparable to the site; on the basis of these TRICS outputs the historic operation of the site is anticipated to have generated 11 two-way vehicle movements during the AM peak hour (08:00-09:00), 8 two-way vehicle movements during the PM peak hour (17:00-

### 3 JUNE 2020 PLANNING COMMITTEE

18:00) and a total of 114 two-way vehicle movements over the course of a typical day (07:00-19:00).

101. Again utilising TRICS outputs the extant outline planning permission at the site (Ref: PLAN/2017/0153) is anticipated to have the potential to generate 10 two-way vehicle movements during both the AM (08:00-09:00) and PM (17:00-18:00) peak hours and a total of 94 two-way vehicle movements over the course of a typical day (07:00-19:00). It is of note that these vehicle movements were to all be accommodated onto Priors Croft, in contrast to the historic operation of the site and the proposed scheme which utilise High Street for vehicular access.
102. In terms of the proposed development the TS states that because the TRICS database contains only one 'sheltered' housing development in Surrey (Guildford), surveys of extra care housing sites, similar to the application site in terms of location description, car parking ratio and number of self-contained flats, were undertaken to obtain first-hand data. The TS states that the following sites were surveyed between 07:00-19:00 hrs on Tuesday 3rd March 2020, to understand the traffic generation in this instance. Full CCTV survey results are contained within the TS, together with trip rates (per flat) established using the survey results.
103. Utilising the first-hand data from the three comparable surveyed sites, the TS provides an accurate estimate of the trip rate and traffic generation for the proposed development as follows:

<b>Average Trip Rate (Survey Sites)</b>			
<i>Time period</i>	<i>Arrivals</i>	<i>Departures</i>	<i>Total Two-Way</i>
AM Peak Hour (08:00-09:00)	0.104	0.039	0.143
PM Peak Hour (17:00-18:00)	0.050	0.054	0.105
Daily 12hr (07:00-19:00)	1.234	0.938	2.506
<b>Proposed Traffic Generation (48 units)</b>			
<i>Time period</i>	<i>Arrivals</i>	<i>Departures</i>	<i>Total Two-Way</i>
AM Peak Hour (08:00-09:00)	5	2	7
PM Peak Hour (17:00-18:00)	2	3	5
Daily 12hr (07:00-19:00)	59	45	120

104. As can be seen from the preceding table the forecast traffic generation of the proposed development would be 7 two-way vehicle trips in the AM peak hour (08:00-09:00), 5 two way vehicle trips in the PM peak hour (17:00-18:00), and 120 two-way vehicle trips over the course of a typical day (07:00-19:00).
105. Overall therefore the historic and proposed operation of the site are relatively comparable, in terms of traffic generation, and the proposal is accordingly not considered to result in a significant impact on the highway network in terms of capacity and congestion.

#### *Servicing arrangements*

106. In relation to refuse / recycling collection, the proposal includes two bin stores. The kitchen waste store would be located towards the front of the site and would be accessed from High Street. Refuse vehicles would turn and egress the site in a forward gear via this access, as shown on swept path drawings within the TS. The second bin store would be located towards the north-

### 3 JUNE 2020 PLANNING COMMITTEE

western corner of the site and can be serviced either on-street from Priors Croft or via the northern access, as shown on swept path drawings within the TS.

107. Whilst an ambulance would locate themselves wherever necessary to service the site in an emergency situation, there would be sufficient room within the main parking area fronting High Street, for an ambulance to pull up opposite the access and for cars to continue to be able to access parking bays and turn within the site. The TS indicates the swept path of an ambulance and hearse accessing and egressing the site from the northern access onto Priors Croft.
108. Access by minibuses and Dial-A-Ride vehicles would also be accommodated via the High Street access, in a similar way to that proposed for an ambulance. Pick-up and drop-off's made by taxi can also be accommodated within the existing on-street car parking areas, however there are also safe locations on Priors Croft where this activity could take place.

#### *Travel Plan*

109. The application has been submitted with a Travel Plan Statement (TPS) (dated March 2020), which outlines the opportunities for sustainable travel to/from the site as well as highlighting the benefits that sustainable travel can bring. The TPS targets residents, staff and regular visitors to the site, such as carers, and seeks to encourage and promote alternative travel options to the use of the private car, such as walking, cycling and public/shared transport, through a strategy of appropriate measures and initiatives to be implemented (should planning permission be granted).
110. The TPS sets out that the operation of the development is such that the site would not provide 24hr medical support on site, although carers would visit residents to meet their individual medical needs, and that the development is expected to offer regular visits from hairdressers (twice a week), opticians (every 6 months) and chiropodists (monthly), which will act to reduce the need for residents to travel off-site.
111. The TPS sets out that due to the age and other characteristics of residents, facilities such as cycle parking and the promotion of walking routes may not be wholly suitable for all residents, however most would still benefit from these initiatives, and staff and carers would also benefit from such facilities. The following combination of 'hard' infrastructural and 'soft' information-led measures to encourage all users of the site to reduce their dependency on the private car are proposed:
  - 'Hard' measures
    - Electric Vehicle Charging Points (5 active spaces (i.e. 20%) to be provided)
    - Cycle Parking and Facilities (14 cycle spaces to be provided)
  - 'Soft' measures
    - Travel Information
112. The implementation of the TPS can be secured through recommended condition 15.

### 3 JUNE 2020 PLANNING COMMITTEE

#### Impact upon neighbouring amenity

113. 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, loss of daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. Detailed guidance on neighbouring amenity impacts is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

#### *Daylight impacts*

114. The impact of the proposed development upon nearby residential properties has been assessed by the applicant within a Daylight and Sunlight Study by Right of Light Consulting (dated 12 March 2020) 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).
115. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasises that 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.
116. 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 Daylight Distribution ('DD') are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.

#### *Vertical Sky Component (VSC)*

117. 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 is greater than 27% then enough skylight should still be reaching the window of the existing building. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times (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. The maximum VSC value obtainable at a flat window in a vertical wall is effectively 40%.

### 3 JUNE 2020 PLANNING COMMITTEE

#### *Daylight Distribution (DD)*

118. 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. However 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.

#### *Sunlight impacts*

##### *Sunlight impact to windows*

119. 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.
120. 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.

##### *Overshadowing to gardens and open spaces*

121. 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, stating that, if, as a result of a new development, an existing garden or amenity 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.
122. The key residential properties to assess are Hale Lodge (No.61 High Street), Shackleford House (No.71 - 73 High Street) and properties addressing the opposing northern side of Priors Croft and southern side of High Street.

### 3 JUNE 2020 PLANNING COMMITTEE

#### *Hale Lodge (No.61 High Street):*

123. Hale Lodge is a two storey detached dwelling situated to the west. The proposed building would be situated to the east, and north-east, of Hale Lodge and the four storey element would be located approximately 9.8m away from the common boundary at its closest point, although it should be noted that this separation would occur towards the less sensitive terminus of the rear garden of Hale Lodge. The three storey element would be located between approximately 7.4m and 7.0m away from the common boundary at its closest point. The closest, lower 'plinth' element of the building (finished in a grey brick), would be located approximately 3.9m from the common boundary (excluding the roof terrace escape stair enclosure), terminating in an approximate 4.5m height (although for a section opposite the terminus of the rear garden of Hale Lodge the plant screen enclosure would project further above this height).
124. Whilst the proposed building would be readily apparent from openings within the rear elevation, and from within the rear garden area, of Hale Lodge it is considered that the retained levels of separation to the common boundary, combined with the staggered heights, the 'mansard' style form of the fourth floor, and the oblique relationship between the proposed building and Hale Lodge, would preclude a significantly harmful overbearing effect to Hale Lodge, by reason of bulk, proximity or loss of outlook.
125. In terms of privacy, whilst two windows would occur at second and third floor levels within the west-facing elevation these windows would serve 'stair 01' and therefore persons are unlikely to linger at these windows so as to cause a significantly harmful loss of privacy to Hale Lodge. It should also be noted that these windows would not occur directly opposite the rear garden area of Hale Lodge. A further west-facing window would occur at third floor level, serving the kitchen area within 'flat 48'. This kitchen area forms part of the open-plan living space within this unit, which would benefit from additional outlook, daylight and sunlight from openings within the eastern and southern elevations. Taking this into account, it is considered reasonable and necessary to recommend a condition securing the obscure-glazing and high-level opening only of this window in order to preclude any significantly harmful loss of privacy to Hale Lodge (condition 33 refers). Whilst windows at second, third and fourth floor levels within the southern elevation of the western 'wing' would face southwards, the combination of distance, and the oblique relationship between these openings and Hale Lodge, are considered sufficient to avoid a significantly harmful loss of privacy to Hale Lodge.
126. The roof terrace escape stair incurs within close proximity to the common boundary however the proposed site plan annotates a "*wire mesh climbing plant support structure screening the roof terrace escape stair*"; the provision of such would preclude overlooking from this stair towards Hale Lodge, although it is acknowledged that this stair would appear not to be in regular use. Further details of this can be secured through condition 35.
127. The submitted Daylight and Sunlight Study demonstrates that all relevant windows within Hale Lodge would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight. The Study demonstrates that no adverse loss of sunlight (as

### 3 JUNE 2020 PLANNING COMMITTEE

defined within the BRE Guide) would be sustained to any relevant windows, or to the rear garden area.

128. It is a very significant and weighty material consideration in the determination of this application that conclusions with regard to the impact upon the neighbouring amenity of Hale Lodge remain as per PLAN/2019/0146, which was refused only on parking grounds.

#### *Shackleford House (No.71 - 73 High Street):*

129. Shackleford House (No.71 - 73 High Street) contains six flats across two storeys (PP Ref: 83/1066) and consists of a central, southerly, two storey building fronting High Street with a rear projection on the western side. The central two storey building (fronting High Street) contains two flats (one at ground and one at first floors) with openings facing towards the south and north. The part two storey, part single storey rear projection extends along part of the western boundary to within approximately 19.0m of Priors Croft. This western projection contains two flats, with the more northerly flat wholly at ground floor level, and the more southerly flat set across ground and first floor levels. Openings within this western projection face towards the east with the exception of a single north-facing ground floor window which is shown within the approved plans of 83/1066 to serve as secondary aspect to a living room (which also benefits from an east-facing window).
130. Additionally a detached two storey building extends along part of the eastern boundary of Shackleford House, containing two flats; one at ground and one at first floor levels. Openings within this detached building face south (although these are non-habitable spaces), west and north. The area to the north of the buildings at Shackleford House (between the buildings and Priors Croft) is laid predominantly to gravel and predominantly utilised for parking purposes, being accessed from Priors Croft. The northern boundary with Priors Croft is demarcated by a brick wall with a central 'railing' style gate. The common boundary with the site is demarcated by a brick wall. It is also a material consideration that the buildings (as opposed to the land) at Shackleford House do not bound the site, but rather bound the adjacent petrol station.
131. The proposed building would be sited to the west, and north-west, of Shackleford House and the four storey element would vary in separation to the common boundary between approximately 8.6m, 6.4m and 2.8m, although it should be noted that the closest 2.8m separation would occur at the Priors Croft boundary of Shackleford House, which is marked by a brick wall and gates. At the closest point to the closest element of Shackleford House the proposed building would retain approximately 8.6m to the common boundary.
132. Whilst the proposed building would be readily apparent from openings within the north and west elevations, and from within the area to the north of the buildings, of Shackleford House it is considered that the retained levels of separation to the common boundary, the 'mansard' style form of the fourth floor, and the slightly offset nature of the buildings at Shackleford House in comparison to the site, would preclude a significantly harmful overbearing effect to Shackleford House, by reason of bulk, proximity or loss of outlook.
133. In terms of privacy, the western elevation of the closest building at Shackleford House (including the rear projection to the western side) does not contain any

### 3 JUNE 2020 PLANNING COMMITTEE

openings. The retained separation distance between the closest windows within the eastern elevation of the proposed building and the west-facing windows within the detached building to the eastern side of Shackelford House would amount to approximately 19.0m, with approximately 21.0m retained to the windows within the northern elevation of the detached building to the eastern side of Shackelford House. Whilst SPD Outlook, Amenity, Privacy and Daylight (2008) does not cater for this specific scenario (within appendix 1) it sets out a recommended minimum separation distance of 15.0m for achieving privacy in three and over storey front or back to boundary/flank relationships, which is considered to be the most applicable to this scenario.

134. On this basis it is therefore considered that no significantly harmful loss of privacy will occur to flats within the two storey detached building to the eastern side of Shackelford House. Approximately 10.0m separation would be retained between the closest windows within the eastern elevation of the proposed building and the north-facing window within the single storey rear projection which extends along part of the western boundary of Shackelford House. This close relationship is considered to give rise to some loss of privacy to this window, notwithstanding that this ground floor window is shown within the approved plans of 83/1066 to serve as secondary aspect to a living room (which also benefits from an east-facing window). This matter will be weighed in the planning balance at the conclusion of this report and this relationship remains as per PLAN/2019/0146, which was not refused on neighbouring amenity grounds.
135. The four storey element within the eastern (side) elevation of the proposed building (serving the circulation space) would be formed of a combination of glazing (clear), look-a-like-glass infill panels and obscure glazing, which have been arranged in a manner which would preclude views being readily achieved westwards towards Shackelford House. This is because the arrangement is such that the clear glazed panels would be located at either high or low levels to preclude views outwards whilst still allowing daylight and sunlight to penetrate into the circulation space (condition 34 refers). Whilst further windows would occur within the eastern (side) elevation of the proposed building these windows would be located further northwards within this elevation than the windows previously discussed and would therefore occur towards the Priors Croft boundary of Shackelford House, which is marked by brick wall and gates.
136. The submitted Daylight and Sunlight Study demonstrates that all relevant windows within Shackelford House would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight, with the exception of Window 97. However Window 97 serves a secondary function and therefore, whilst a noticeable loss of skylight would occur to this particular window, a significantly harmful loss of skylight would not occur to this room overall when all windows serving this room are considered cumulatively. The Study demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant windows, or to the rear garden area.
137. It is a very significant and weighty material consideration in the determination of this application that conclusions with regard to the impact upon the neighbouring amenity of Shackelford House remain as per PLAN/2019/0146,



### 3 JUNE 2020 PLANNING COMMITTEE

which was refused only on parking grounds.

#### *Properties north of Priors Croft:*

138. Properties on the northern side of Priors Croft are two storey in scale and generally sited at an oblique angle, with facing elevations facing towards the south-east. At the closest point the proposed building would retain approximately 18.0m separation from properties north of Priors Croft (in that instance from No.33 Priors Croft). This retained level of separation would exceed the maximum height of the building (approximately 13.2m excluding the set-back roof plant enclosures) and therefore is not considered to result in any significantly harmful overbearing effect by reason of bulk, proximity or loss of outlook to properties north of Priors Croft.
139. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out a recommended minimum separation distance of 15.0m for achieving privacy in three and over storey front to front elevation relationships. The retained approximate 18.0m separation (at its closest point) would exceed this requirement and therefore no significantly harmful loss of privacy is considered to arise to properties north of Priors Croft, with the obliquely angled nature of this properties in relation to the proposed building also further serving to mitigate any potential overlooking.
140. The submitted Daylight and Sunlight Study demonstrates that all relevant windows within all relevant properties north of Priors Croft (for the avoidance of any doubt this includes Nos.23-28, No.33, No.34, No.35, No.36, No.85, No.86, No.88 Priors Croft) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight. The Study also demonstrates that all relevant rooms within No.33, No.34 and No.88 Priors Croft (those for which NSL has been assessed) would experience no 'no sky line' (NSL) reductions of less than 0.8 times their former values (ie. would sustain NSL reductions of less than 20%), such that occupants are unlikely to notice a reduction in daylighting distribution within relevant rooms. The Study demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant windows within all properties north of Priors Croft (for the avoidance of any doubt this includes Nos.23-28, No.33, No.34, No.35, No.36, No.85, No.86, No.88 Priors Croft), or to their relevant garden areas.
141. It is a very significant and weighty material consideration in the determination of this application that conclusions with regard to the impact upon the neighbouring amenity of properties north of Priors Croft remain as per PLAN/2019/0146, which was refused only on parking grounds.

#### *Properties south of High Street:*

142. Properties on the southern side of High Street are two storey in scale and orientated with their facing elevations facing north towards the site. At the closest point, at which it would be single storey in scale, the proposed building would retain approximately 29.0m separation from properties south of High Street (in that instance from Nos.66 and 68 High Street). At three storey level and above the proposed building would retain in excess of 38.0m separation from properties south of High Street (in that instance from No.66 High Street). Having regard to these retained levels of separation, combined with the

### 3 JUNE 2020 PLANNING COMMITTEE

staggered heights of the respective elements of the building the proposal is not considered to result in any significantly harmful overbearing effect to properties south of High Street by reason of bulk, proximity or loss of outlook.

143. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out a recommended minimum separation distance of 15.0m for achieving privacy in three and over storey front to front elevation relationships. Above single storey level the retained approximate 38.0m separation (at its closest point) would exceed this requirement and therefore no significantly harmful loss of privacy is considered to arise to properties south of High Street. Whilst a roof terrace would be provided atop the single storey element of the building this would remain approximately 29.0m from the front elevations of properties south of High Street, and would demonstrate an 'across the street' relationship with these properties, such that this element is not considered to give rise to a significantly harmful loss of privacy, or noise, to these properties.
144. The submitted Daylight and Sunlight Study demonstrates that all relevant windows within all relevant properties south of High Street (for the avoidance of any doubt this includes No.68, No.66, No.64 High Street) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight. The Study also demonstrates that all relevant rooms within No.68 High Street (that assessed for NSL) would experience no 'no sky line' (NSL) reductions of less than 0.8 times their former values (ie. would sustain NSL reductions of less than 20%), such that occupants are unlikely to notice a reduction in daylighting distribution within relevant rooms. Sunlight impacts are not relevant to these properties due to the location of the site to the north of these properties.
145. It is a very significant and weighty material consideration in the determination of this application that conclusions with regard to the impact upon the neighbouring amenity of properties south of High Street remain as per PLAN/2019/0146, which was refused only on parking grounds.

#### Amenities of future occupiers

146. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out that suitable daylight to new dwellings is achieved where an unobstructed vertical angle of 25° can be drawn from a point taken 2 metres above floor level of the fenestrated elevation. This 25° angle test is passed by the units located on the exterior of the proposed building, facing east and north, such that sufficient daylight would be achieved to these units. The units located on the exterior of the proposal would also achieve good levels of outlook.
147. Some of the units would face into the courtyard, facing south, east and west respectively. In excess of 24.0m separation would be retained between the facing (east and west) courtyard elevations such that sufficient levels of privacy would be maintained between these facing units, having regard to the part three storey, part four storey height of these facing courtyard elevations. The 25° angle test would also be passed such that the courtyard facing units, including those south-facing units, would receive suitable daylight. The retained 24.0m+ separation would also exceed the height of the (east and west) facing courtyard elevations such that good levels of outlook, and no harmful overbearing effect, would be achieved to these units.

### 3 JUNE 2020 PLANNING COMMITTEE

148. Whilst not locally adopted the Technical housing standards - nationally described space standard (March 2015) recommends minimum gross internal floor areas of 37 sq.m for 1b1p 1 storey dwellings (where a shower is provided instead of a bath, as in this case) and of 61 sq.m for 2b3p 1 storey dwellings. 45 units would provide one bedroom and measure 50 sq.m in gross floor space. 3 units would provide two bedrooms and measure 61 sq.m in gross floor space. All of the proposed units would therefore exceed, or at a minimum comply with, the relevant space standard and are therefore considered to provide a good standard of accommodation for future occupiers.
149. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out that dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside as private amenity space and that this would apply to one and two bedroom flats and any other form of dwelling less than 65 sq.m floorspace together with specified forms of non-family tenure such as retirement apartments and various categories of sheltered housing. The SPD states that, whilst there is no specific requirement for private amenity provision in these circumstances, sufficient space will be required for shared amenity.
150. The proposal includes a ground floor courtyard measuring approximately 219 sq.m in area and a first floor roof terrace measuring approximately 159 sq.m in area. 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 and recommends that at least 50% of the area should receive at least two hours of sunlight on 21st March. The submitted Daylight and Sunlight Study calculates that 49% of the ground floor courtyard would achieve two hours of sunlight on 21st March; whilst this falls short of the BRE recommendation it does so by only 1% and this very minor level of shortfall has to be considered in light of the other public benefits of the proposal and in combination with the first floor roof terrace, which would afford views south and benefit from good levels of sunlight given the absence of built form within close proximity to the south.
151. Overall, taking account of these factors, together with the extra care housing nature of the proposal, the provision of a combined total of approximately 378 sq.m of shared external amenity space is considered to provide a good standard of amenity to future occupiers.
152. It is a very significant and weighty material consideration in the determination of this application that conclusions with regard to amenities of future occupiers remain as per PLAN/2019/0146, which was refused only on parking grounds.

#### *Noise*

153. Paragraph 170 of the NPPF sets out that planning decisions should contribute to and enhance the natural and local environment by, inter alia, preventing 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 ensure that new development is appropriate for its location and, 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. Policy DM7 of the DM Policies DPD provides a framework to ensure that, inter alia, noise-

### 3 JUNE 2020 PLANNING COMMITTEE

sensitive uses (i.e. housing) are located and designed in such a way that they are protected from excessive noise pollution.

154. The application has been submitted with an Environmental Noise Survey and Noise Impact Assessment Report (dated 18 March 2020) which identifies that the main noise sources in the area are road traffic from High Street and the adjacent petrol station. The report sets out that fully automated environmental noise monitoring was undertaken; at the beginning and end of the noise survey period the dominant noise source was noted to be road traffic from High Street.
155. With regard to the adjacent petrol station the report comments that there are currently residential properties located to the east of the petrol station, approximately 13 metres from the pumps, which are shielded by the petrol station building. There are also properties located to the south of the petrol station, approximately 17 metres from the pumps, with no apparent shielding. The proposal has been designed such that no windows or other openings would face directly towards the petrol station pumps, and at ground floor level non-habitable spaces would flank the common boundary with the petrol station.
156. The report proposes internal noise criteria, in line with the requirements of Policy DM7 of the DM Policies DPD, for the proposed units and comments that these are achievable, on the basis of the environmental noise monitoring undertaken, using typical thermal double glazing comprising 4mm glass, 16mm cavity, and 4mm glass (with acoustic trickle ventilation if mechanical ventilation is not proposed).
157. The Environmental Health Service concur that the impact of road traffic and petrol station noise upon the proposal could be mitigated through planning condition (condition 16 refers), with appropriate internal noise criteria achievable using conventional constructions. Overall, subject to recommended conditions, the proposal is considered to provide a good standard of residential amenity to future occupiers.

#### Biodiversity and protected species

158. 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 06/05 – Biodiversity Geological Conservation also requires the impact of a development on protected species to be established before planning permission is granted and in relation to habitat types of principal importance to assess the impact of development on these as part of the planning application process. This approach is reflected in Policy CS7 of the Woking Core Strategy (2012).
159. The application has been submitted with an Updated Preliminary Ecological Appraisal (PEA) by Middlemarch Environmental (dated March 2020), which identifies that updated surveys were undertaken to inform this planning application, including a walkover survey undertaken on 6th March 2020. The PEA sets out that the majority of the site consists of bare ground (the area having been cleared following the demolition of the former car showroom) with a small area of regularly managed amenity grassland present in the rear garden of the two storey residential property located in the north-west of the site.

### 3 JUNE 2020 PLANNING COMMITTEE

#### *Bats*

160. The PEA sets out that the residential property located in the north-west of the site (to be demolished) could potentially support roosting bats and therefore that further survey is required to determine the presence/absence of roosting bats. Accordingly, the application has also been submitted with a Preliminary Bat Roost Assessment (dated March 2020), which identifies that the building has high potential to support roosting bats, due to the presence of features such as gaps under roof tiles and missing ridge tile which could be utilised by roosting bats, however these features could not be fully inspected due to their height and location and as such, whilst no evidence of bats or bat activity was recorded during the survey, it cannot be determined whether bats are roosting within the building at this time. Further surveys (at least three dusk emergence and/or dawn re-entry surveys during the bat emergence/re-entry survey season (May to September)) are therefore required to determine the presence/absence of roosting bats within the building. The ecological consultant undertaking these further surveys on behalf of the applicant has advised that, as of 20 May 2020, the first three surveys have reported no emergence/re-entry to roosts, with the final surveys scheduled for Monday 1st, and Tuesday 2nd, June. It will therefore be possible to update Planning Committee on the findings of the final surveys on 3rd June.
161. Nonetheless the recommendation reflects the need for further bat survey work to be provided to the Local Planning Authority 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 Undertaking of the Chief Executive of Woking Borough Council. This approach would 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 be referred back to Planning Committee.

#### *Badger / Hedgehog / Polecat / Water Vole*

162. The PEA identifies that no evidence of badger activity was recorded on site during the survey and that the site is also isolated within the built environment with limited connectivity to areas of suitable habitat; therefore it is unlikely that badgers will be impacted by works. The PEA deems the site largely unsuitable for hedgehogs due to it being dominated by bare ground however that it is possible for terrestrial mammals such as hedgehog to occasionally commute across the site such that a precautionary recommendation has been made in the PEA (condition 06 refers). The PEA also identifies that there is no suitable habitat for polecat on site, or within the immediate vicinity, and that there are no watercourses or waterbodies located on site, or immediately adjacent to the site, such that no suitable habitat for water vole exists.

#### *Breeding birds*

163. The PEA identifies that if are carried out during the nesting bird season, then there is potential for the works to impact nesting birds; this is addressed within the PEA through precautionary working practices (condition 06 refers).

### 3 JUNE 2020 PLANNING COMMITTEE

#### *Amphibians / Reptiles*

164. The PEA identifies that the site is largely unsuitable for amphibians and reptiles due to it being dominated by bare ground, a lack of suitable vegetation or refuges on site, and that the site is also isolated within the built environment with limited connectivity to areas of suitable habitat.
165. Biodiversity enhancements can be secured, in line with the recommendations within Section 7.2 (R5) of the PEA (condition 07 refers).

#### Arboricultural implications

166. Policy CS21 of the Woking Core Strategy (2012) requires the retention of any trees of amenity value. Policy DM2 of the DM Policies DPD (2016) states that development proposals should allow for the retention of the best tree specimens, should not result in the loss of trees or groups of trees of significant amenity value and that trees to be retained will be required to be adequately protected to avoid damage during construction.
167. A Preliminary Arboricultural Assessment (dated March 2020) has been submitted with the application which identifies that no trees exist within the site, although groups of Category C (trees of low quality and value) trees exist adjacent to the site to the east (G3) and west (G1 and G2). The overhanging canopies of trees located adjacent to the site boundaries may require facilitation pruning to provide clearance for the construction of the new building and associated hardstanding however any such pruning works are likely to be of a minor extent, and of a routine nature, such that they would not result in significant impact upon the long-term health, or visual quality, of the trees. The installation of hard and soft surfacing will be required within the peripheries of off-site trees to be retained in tree groups G1, G2 and G3. However, root development is likely to have been restricted in these areas due to former hardstanding associated with the car showroom and other constraints such as a boundary wall. As such, it is unlikely that these works will be detrimental to the health of retained trees.
168. A high quality landscaping scheme has been submitted with the application, which will 'green' the site, including the provision of new tree planting. Whilst a greater extent of new tree planting would have been desirable the constraints of the proposal, including parking provision and flood risk mitigation, are acknowledged. The landscaping scheme also remains very similar to that proposed under previous PLAN/2019/0146, which was refused only on parking grounds.

#### Thames Basin Heaths Special Protection Area (TBH SPA)

169. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 of the Woking Core Strategy (2012) 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

### 3 JUNE 2020 PLANNING COMMITTEE

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")). An Appropriate Assessment has therefore been undertaken for the site as it falls within 5 kilometres of the TBH SPA boundary.

170. Policy CS8 of Woking Core Strategy (2012) requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The applicant has agreed to make a SAMM contribution of £25,908 in line with the Thames Basin Heaths SPA Avoidance Strategy tariff (April 2020 update). This would need to be secured through an Undertaking of the Chief Executive of Woking Borough Council. For the avoidance of doubt, sufficient SANG at Heather Farm has been identified to mitigate the impacts of the development proposal.

Size of dwelling (bedrooms)	SAMM contribution per dwelling (i)	Number of dwellings in proposal (ii)	Overall SAMM contribution (ie. i x ii)
1 bedroom	£528	45	£23,760
2 bedroom	£716	3	£2,148
<b>Total SAMM contribution</b>			<b>£25,908</b>

171. Subject to securing the provision of the SAMM tariff (as secured through an Undertaking of the Chief Executive of Woking Borough Council) and an appropriate CIL contribution, and in line with the conclusions of the Appropriate Assessment (as supported by Natural England), the Local Planning Authority is able to determine that the development will not affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. The development therefore accords with Policy CS8 of Woking Core Strategy (2012), the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

#### Affordable housing

172. The applicant has set out that 100% of the proposal is to consist of social rented housing. The site is owned by Woking Borough Council, and is therefore in public ownership for the purposes of Policy CS12 of the Woking Core Strategy (2012) and SPD Affordable Housing Delivery (2014).
173. Policy CS12 of the Woking Core Strategy (2012) states that all new residential development on, inter alia, land in public ownership will be required to provide 50% of the dwellings as affordable housing, irrespective of the site size or number of dwellings proposed, further stating that where the Council is seeking a 50% affordable housing contribution, generally, the Council's preference will be to provide the 50% affordable housing in-situ as part of the development.

### 3 JUNE 2020 PLANNING COMMITTEE

174. The proposal would exceed these requirements by providing a wholly affordable development of 100% social rented housing, and in this respect the proposal is fully supported by the Council's Housing Services. As a planning consideration the provision of affordable units significantly (+50%) above the requirements of Policy CS12 of the Woking Core Strategy (2012) represents a significant public benefit of the proposed development which weighs heavily in favour of granting planning permission.
175. Housing Services comment that setting rents at social rent levels will help considerably to meet housing needs from those eligible for social housing through the Extra Care Panel, and will particularly assist with the relocation of existing WBC tenants needing extra care accommodation as a result of the Sheerwater regeneration programme.
176. Housing Services have further commented that a recent assessment of housing needs in the Sheerwater regeneration area would indicate that 51% of tenants in the "red line area" are over 55 years old, with a further 12% aged between 50 and 54 years old. Of the 157 tenants aged over 55, 121 live in studio or 1 bed dwellings, of which 95% are sole occupiers. Accordingly, the proposed extra care housing scheme, comprising 1 bed dwellings, would directly assist with the relocation of such persons.
177. Housing Services comment that further analysis of Sheerwater resident's preferences through individual interviews has indicated that of those tenants wishing to leave Sheerwater, the majority are aged above 55, and live in studio or one bedroom dwellings. Accordingly, the proposed scheme will assist with those older persons seeking a permanent move to accommodation more suited to their needs. The interviews have shown that tenants aged over 60 were found to have the highest number of mobility issues (19) with a further 13 tenants between the ages of 35 to 59 also reporting mobility issues. In addition, 36 tenants disclosed mental health issues of which 16 were aged over 55. Whilst some of these are adequately housed, 6 tenants will be required to downsize to a smaller dwellings.
178. Taking into account that the site is within the ownership of Woking Borough Council (which precludes the usual Section 106 legal agreement) the social rented nature of the units proposed can be secured through an Undertaking of the Chief Executive of Woking Borough Council. Overall, the provision of affordable (in this case social rented) units significantly above the requirements of Policy CS12 of the Woking Core Strategy (2012) represents a significant public benefit of the proposal which weighs heavily in favour of granting planning permission. This factor will form part of the planning balance at the conclusion of this report.

#### Energy and water consumption

179. Since the adoption of the Woking Core Strategy (2012) and SPD Climate Change (2013) the Government has published a new approach for the setting of technical standards for new housing in a Ministerial Statement (issued on 25 March 2015), which also withdrew the Code for Sustainable Homes as a national standard for all but legacy cases. Ministerial Statements are a material consideration in planning decisions. Local planning authorities have the option to set additional technical requirements exceeding the minimum standards for



### 3 JUNE 2020 PLANNING COMMITTEE

Building Regulations in respect of access and water.

180. Policy CS22 of the Woking Core Strategy (2012) allows scope for future national policy to be applied within the context of the policy as it exists. Therefore the Local Planning Authority requires not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations. The Local Planning Authority therefore now require all new residential development to achieve as a minimum the optional requirement set through Building Regulations for water efficiency that requires estimated water use of no more than 110 litres/person/day.
181. The application has been submitted with an Energy Strategy (dated March 2020) which sets out that as part of the "*Be Lean*" stage a range of passive and active energy efficiency measures are to be employed within the development which achieves compliance with the Part L 2013 baseline scheme and will provide a reduction of around 3.3% in CO<sub>2</sub> emissions over the baseline scheme. That, as part of the "*Be Clean*" stage, a number of Low and Zero Carbon (LZC) technologies have been considered with the most appropriate technology in this instance consisting of a gas-fired combined heat and power (CHP) unit, which will provide all year round baseload heat and electricity, providing a reduction of around 12.7% in CO<sub>2</sub> emissions over the "*Be Lean*" case.
182. The report further sets out that as part of the "*Be Green*" stage a number of low/zero carbon and renewable technologies have been appraised in terms of technical, physical and financial feasibility for use on the project, with each technology considered as an alternative option operating in conjunction with CHP. Roof mounted photovoltaics technology was considered to be the most favourable for the development, which will provide a reduction of 7.1% in CO<sub>2</sub> emissions over the "*Be Clean*" case. Overall therefore the report sets out that the predicted cumulative reduction in CO<sub>2</sub> emissions from the Baseline development model is 23.1%, exceeding the target 19% from the policy.
183. Compliance with the submitted Energy Report can be secured through condition 29, with condition 31 to secure verification of the measures set out within. Conditions 30 and 31 can secure details, and compliance with such, of water saving measures, and condition 32 details of the roof mounted photovoltaics.

#### Flooding and water management

184. Paragraphs 155-165 (inclusive) of the NPPF relate to planning and flood risk. Policy CS9 of the Woking Core Strategy states that the Council will determine planning applications in accordance with the guidance contained within the NPPF, that the Council expects development to be in Flood Zone 1 and that the Council will require all significant forms of development to incorporate appropriate sustainable drainage systems (SUDS) as part of any development proposals.
185. 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) and that where development is necessary in such areas, the development should be made safe for its lifetime

### 3 JUNE 2020 PLANNING COMMITTEE

without increasing flood risk elsewhere.

186. A Flood Risk Assessment (FRA), (dated March 2020) has been submitted with the application which identifies that the majority of the site falls within Flood Zone 1 (low risk) however the north-west corner of the site, and the southern boundary, fall within Flood Zones 2 (medium risk) and 3 (high risk), respectively.
187. To mitigate against the risk of fluvial flooding, the proposed building will be located entirely within Flood Zone 1 (low risk). Given that remaining parts of the site are located within Flood Zones 2 and 3, the Sequential Test must be passed. Paragraph 158 of the NPPF states that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding, that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding and that the sequential approach should be used in areas known to be at risk now or in the future from any form of flooding. The PPG sets out that when applying the Sequential Test, a pragmatic approach on the availability of alternatives should be taken.
188. A Sequential Test report (dated March 2020) has also been submitted with the application, which identifies that the x48 units proposed will be 100% social rented, located within the Urban Area, provide specialist accommodation for vulnerable people, and located on a site owned by Woking Borough Council. The parameters on which the sequential test has been undertaken are therefore (i) set out within the draft Site Allocations DPD (ii) within the Urban Area within Woking Borough (iii) comparably sized sites which are suitable for the same level of development as the proposed site (iv) in a lower Flood Zone than the proposed site and (v) owned by Woking Borough Council.
189. Sites are not considered to be reasonably available, and therefore not assessed, if they do not meet the preceding requirements, already have planning permission for a development that is likely to be implemented or are not believed to be practicably deliverable as a social rented extra care housing scheme.
190. Twenty-five sites from the draft Site Allocations DPD were discounted at the initial stage of the Sequential Test as they did not meet the criteria previously set out. Five sites were further considered (Refs: UA9, UA11, UA21, UA33 and UA43), although site UA21 was discounted as it was not considered to be suitable for the level of development proposed. Both sites UA9 and UA11 are stated as being under multiple ownerships with either a number of existing tenancies (UA9) or land assembly expected to be complex (UA11). Therefore, both sites UA9 and UA11 were not considered to be suitable and comparable, or practicably reasonable to expected to be delivered and developed by Woking Borough Council for the development of a social rented accommodation scheme in place of the presently proposed site.
191. The Sequential Test report sets out that site UA33 is owned entirely by Royal Mail, who are the freeholder of the land; in order for this site to come forward as a suitable alternative site to that currently proposed, Woking Borough Council would need to both purchase the land and find a new site to which the sorting/delivery office could be relocated, and which would be certain to receive planning permission if required. Therefore, it is not considered suitable and

### 3 JUNE 2020 PLANNING COMMITTEE

comparable or practicably reasonable to expect this site to be delivered and developed by Woking Borough Council for the development of a social rented accommodation scheme in place of the proposed site.

192. The Sequential Test report sets out that site UA43 is owned by the Byfleet United Charity, who are the freeholder of the land, and that the key requirements of the allocation include re-providing the existing community facilities on the site; the provision of a club house and scout hut on the same site as an extra care housing scheme is not considered to be compatible or appropriate, due to the character of both uses. Additionally, a considerable number of parking spaces would be required, in addition to the parking for the extra care housing, which would likely be a challenge on a site of this size while maintaining the number of units. Therefore it is not considered that this would be a suitable alternative site, or practicably reasonable to expect to be delivered and developed by Woking Borough Council.
193. Given the sequential test results, it is clear that the proposed development passes the sequential test, in that there are no reasonable or practicable alternative sites which could be found, that are available and deliverable, in place of the presently proposed site to deliver a scheme of 100% social rented housing. Therefore, due to the location, scale and site specifics there is no viable, available or deliverable alternative and therefore the presently proposed site has been assessed in line with paragraphs 155-165 of the NPPF and the current government guidance on Sequential Testing.
194. Paragraph 159 of the NPPF states that if it is not possible for development to be located in zones with a lower risk of flooding, the exception test may have to be applied. For the exception test to be passed it should be demonstrated that (a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and (b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
195. In terms of fluvial flooding the FRA demonstrates that for the 1 in 100 year plus 70% climate change allowance, a flood water level of 23.54m Above Ordnance Datum (AOD) is calculated. The proposed Finished Floor Level (FFL) will be set at 23.90m AOD, which achieves the minimum 300mm required above the predicted 1 in 100 year event plus climate change allowance (70%) of 23.54m AOD.
196. The FRA sets out that the site is at very low risk from surface water flooding and the risk of groundwater, sewer and reservoir flooding is considered low.
197. All new development within the 1 in 100 year event plus 70% climate change should not result in a net loss of flood storage capacity and, where possible, opportunities should be sought to achieve an increase in the provision of floodplain storage. The extent of the 1 in 100 year event plus 70% climate change for the existing scenario is shown within the FRA; two areas of existing flooding have been identified to the north and south of the site.
198. As part of the development, re-profiling of the site will take place and a new kerb will be installed along Priors Croft. The extent of the potential 1 in 100 year event plus 70% climate change for the proposed development is shown within the FRA. A level for level, volume for volume flood compensation assessment

### 3 JUNE 2020 PLANNING COMMITTEE

has been undertaken which demonstrates that the total proposed flood storage volume for Priors Croft and the High Street would exceed the existing flood storage volume.

199. The proposed building will be located entirely within Flood Zone 1 (low risk). Furthermore, the FFL will be set at a minimum of 300mm above the modelled flood water level for the 1 in 100 year event including 70% allowance for climate change. Although the building itself is considered to be at low risk from flooding, the EA's Thames Guidance Note on Safe Access/Egress for LPAs (dated August 2016) notes that it is essential that a safe route of access and egress can be provided and maintained during flood events up to and including the 1% AEP plus an allowance for climate change flood event.
200. A dry safe route has been identified within the FRA which would see residents using the proposed gate in the north-east corner of the site (at an existing ground level of 23.6m AOD) onto Priors Croft before taking a right turn, continuing along Priors Croft in a northerly direction and using a public footpath to gain access to Farm Road/Rydens Way, which will provide a route that allows residents to reach an area wholly located outside the floodplain.
201. Emergency services will also require access to the site for residents that are more vulnerable and not able to evacuate the building themselves on foot. High Street would likely be closed during a flood event and therefore access for emergency vehicles would need to be via Priors Croft. An assessment of flood depths, for the 1 in 100 year event including 70% allowance for climate change, along Priors Croft has been undertaken within the FRA which demonstrates that the maximum flood depth along this section of Priors Croft would be 0.54m. However, this depth would only occur along the road edge and emergency vehicles would not pass directly through this area. The remaining part of the road would flood to a max depth of 0.505m for a short length of 23m. For all other areas, flood depths would be less than 0.4m.
202. The DEFRA/EA 'Flood Risk Assessment Guidance for New Development' (ref R&D Technical Report FD2320/TR2) states that some emergency vehicles may survive in water of 1m and that a fire engine remains controllable in depths of 0.5m up to a flow velocity of 5m/sec. Based on a maximum flood depth of 0.505m at a velocity of 0.25m/s, it is considered that emergency vehicles will be able to pass through the short section of road in a flood event.

#### *Foul and surface water management*

203. A Drainage Statement (DS) (dated March 2020) has been submitted with the application, and sets out that the foul drainage strategy proposed for the site will collect wastewater and discharge it via gravity to the public network running along High Street. The DS sets out that, due to shallow groundwater levels, surface water infiltration is not suitable for this site. It is therefore proposed that surface water runoff will be discharged off site at a total restricted rate of 5.4l/s for the 1 in 2 year return period (a reduction of 74% of existing), 6.8l/s for up to the 1 in 30 year return period, (a reduction of 86% of existing) and 13.3l/s for up to the 1 in 100 year plus climate change allowance (a reduction of 82% of existing).
204. The DS sets out that a combination of hydrobrakes, geo-cellular attenuation tanks and modular interlocking void former systems (e.g. Permavoid) will be

### 3 JUNE 2020 PLANNING COMMITTEE

utilised to attenuate surface water flows.

205. The Drainage and Flood Risk Engineer raises no objection subject to conditions 22 - 28 (incl). The Lead Local Flood Authority (LLFA) (Surrey CC) has commented that, under local agreements, the statutory consultee role under surface water drainage is dealt with by Woking Borough Council's Drainage and Flood Risk Team. The Environment Agency have raised no objection to the proposal subject to condition 22. Thames Water have commented, with regard to waste water network and sewage treatment works infrastructure capacity, that they do not raise any objections.
206. Overall, subject to recommended conditions, the proposed development complies with Policy CS9 of the Woking Core Strategy (2012), the provisions of the NPPF and the SuDS Regulations in terms of the risk of flooding from all sources and in terms of surface water management.

#### Land contamination

207. Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, remediating contaminated land, where appropriate. Paragraphs 178 - 179 (inclusive) of the NPPF relate to, inter alia, land contamination and advise that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from, inter alia, land contamination. Policy DM8 of the DM Policies DPD (2016) sets out a framework of considerations for land contamination in planning decisions.
208. Previous site investigations identified hydrocarbon and asbestos contamination in soils for which remediation was required. Additionally, an underground storage tank required removal and groundwater treatment was required to facilitate remediation of hydrocarbon impacted groundwater. Remediation works have been undertaken on the site, pursuant to planning permission reference PLAN/2018/1361, and been completed, with the exception of the installation of gas protection measures within the building and the import of subsoil and topsoil for soft landscaping to form a clean cover capping system, all of which require verification on completion.
209. The Contaminated Land Officer comments that, based on the information submitted to date with regards human health issues they are satisfied that the main contamination sources have been removed / remediated, with the evidence also indicating that groundwater has been remediated. Therefore, subject to condition 21, requiring verification of the installation of gas protection measures within the building, and the import of subsoil and topsoil for soft landscaping to form a clean cover capping system, they raise no objections. Subject to such the application complies with Policy DM8 of the DM Policies DPD (2016), and the NPPF, in terms of ground contamination.

#### Local finance considerations

210. The applicant has submitted a claim for social housing relief from the Community Infrastructure Levy (CIL). Social housing relief is a mandatory discount that applies to most social rent, affordable rent, intermediate rent provided by a local authority or Private Registered Provider, and shared ownership dwellings. Subject to meeting all qualifying criteria the proposal

### 3 JUNE 2020 PLANNING COMMITTEE

would be exempt from CIL.

#### Woking Borough Council Chief Executive Undertaking requirements

211. As Woking Borough Council is the owner of the land the subject of this planning application, it cannot enter into a Section 106 legal agreement to secure any planning obligations which are required to mitigate the effects of the proposed development. However the Council's Chief Executive is able to commit the Council to give effect to the specific measures in this case under delegated authority. Any such commitment by the Council's Chief Executive would provide certainty that such measures will be given effect to if planning permission is granted and implemented for the proposed development.
212. The following would be secured via an Undertaking of the Chief Executive of Woking Borough Council:
- SAMM (TBH SPA) contribution of £25,908;
  - 100% social rented housing (i.e. x48 units);
  - Future residents to first be assessed, and approved by, the Extra Care Panel as requiring this type of accommodation, environment and support. Approved residents may reside together with their spouse, partner or companion as appropriate; and
  - Any bat roosting compensation or mitigation measures (if required following survey work of building to be demolished).

#### Balancing exercise and conclusions

213. Section 4 of the NPPF 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 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 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 medium scale developments such as the application proposal.

#### *Harm arising from the proposal*

214. Some visual and physical harm to the setting of adjacent Statutory Listed Grade II Hale Lodge (No.61 High Street), as a result of the scale, bulk and close proximity of the proposed building has been identified, however it is considered that this would be less than substantial harm, in the middle of the lower end of that scale, to the significance of the designated heritage asset of Hale Lodge. Some visual and physical harm to the setting of Locally Listed Shackleford House, as a result of the scale, form and siting of the proposed building, has also been identified however this would be less than substantial harm to the significance of Shackleford House at the lowest end of the scale. Although less than substantial these harms must be afforded great weight in

### 3 JUNE 2020 PLANNING COMMITTEE

line with Paragraph 193 of the NPPF.

215. Some loss of privacy has also been identified to the north-facing window within the single storey rear projection which extends along part of the western boundary of Shackleford House, notwithstanding that this ground floor window is shown within the approved plans of 83/1066 to serve as secondary aspect to a living room (which also benefits from an east-facing window). It must therefore be assessed as to whether there are other material considerations which would outweigh these harms.

#### *Benefits of the proposal*

216. 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 proposed development would make a significant contribution towards the Woking Core Strategy (2012) requirement to provide at least 4,964 dwellings within the Borough between 2010 and 2027, providing 48 net dwellings within the Urban Area. Whilst the Council 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. Moreover 100% of the x48 units within the proposed development would constitute affordable housing (in this case social rent), significantly in excess of the relevant requirement, within Policy CS12, of 50% affordable housing. Significant weight attaches to the scale and nature of the housing benefits this scheme would provide.
217. The proposed development would result in a reduction in surface water run-off from the site, providing SuDS to dispose of surface water run-off at a controlled rate of discharge. The existing site contains no meaningful soft planting or biodiversity features; the planting scheme submitted as part of the application, and further biodiversity measures to be secured through conditions, would enhance the biodiversity value of the site. These cumulative factors would have wider local environmental benefits and should be afforded moderate weight in favour of the proposed development.
218. Furthermore, there would be some 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 proposed development. To these economic benefits, overall, moderate weight should be afforded in favour of the proposed development.
219. 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 heritage harm, and harm to the neighbouring amenity of Shackleford House, identified. Therefore the application is recommended for approval.

#### **BACKGROUND PAPERS**

Letters of representation  
Consultation responses

### 3 JUNE 2020 PLANNING COMMITTEE

Site & Press Notices

#### **RECOMMENDATION**

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

- (i) Submission of bat survey work confirming an absence of bat roosts from the existing building to be demolished, or any bat roosting compensation or mitigation measures (if required) being secured via planning condition or Undertaking of the Chief Executive of Woking Borough Council;
- (ii) Planning conditions set out in the report; and
- (iii) Undertaking of the Chief Executive of Woking Borough Council to secure:
  - SAMM (TBH SPA) contribution of £25,908;
  - 100% social rented housing (i.e. x48 units);
  - Future residents to first be assessed, and approved by, the Extra Care Panel as requiring this type of accommodation, environment and support. Approved residents may reside together with their spouse, partner or companion as appropriate; and
  - Any bat roosting compensation or mitigation measures (if required following survey work of building to be demolished).

#### **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 plans

02. The development hereby permitted must be carried out only in accordance with the approved plans and documents listed in this notice, unless where required or allowed by other conditions attached to this planning permission:

<b>Drawing No. &amp; Rev.</b>	<b>Drawing Title</b>	<b>Date</b>
OWIL01-HNW-ZZ-ZZ-DR-A-1110 P8	Existing Site Plan	06.03.2020
OWIL01-HNW-ZZ-ZZ-DR-A-1111 P5	Site Location Plan	06.03.2020
OWIL01-HNW-ZZ-ZZ-DR-A-1320 P5	Existing Site Sections	06.03.2020
OWIL01-HNW-ZZ-ZZ-DR-A-2100 P15	Site Plan As Proposed	13.03.2020
OWIL01-HNW-ZZ-ZZ-DR-A-2310 P7	South and East Elevations As Proposed	06.03.2020
OWIL01-HNW-ZZ-ZZ-DR-A-2311 P6	North and West Elevations As Proposed	06.03.2020
OWIL01-HNW-ZZ-ZZ-DR-A-2318 P7	Site Sections (Street Scene) As Proposed	06.03.2020



### 3 JUNE 2020 PLANNING COMMITTEE

OWIL01-HNW-ZZ-ZZ-DR-A-2319 P6	Typical bay Elevation/ Section As Proposed	06.03.2020
OWIL01-HNW-ZZ-ZZ-DR-A-2320 P3	Courtyard/Obscured Elevations As Proposed	06.03.2020
OWIL01-HNW-ZZ-00-DR-A-2200 P8	Ground Floor Plan As Proposed	06.03.2020
OWIL01-HNW-ZZ-01-DR-A-2201 P9	First Floor Plan As Proposed	06.03.2020
OWIL01-HNW-ZZ-02-DR-A-2202 P7	Second Floor Plan As Proposed	06.03.2020
OWIL01-HNW-ZZ-03-DR-A-2203 P6	Third Floor Plan As Proposed	06.03.2020
OWIL01-HNW-ZZ-04-DR-A-2204 P7	Roof Plan As Proposed	06.03.2020
OWIL01-LLD-ZZ-00-DR-L-0500 P08	Proposed Levels	18.03.20
OWIL01-LLD-ZZ-00-DR-L-0100 P14	Hard and Soft Landscape GA - Ground Floor Plan	18.03.20
OWIL01-LLD-ZZ-01-DR-L-0101 P10	Hard and Soft Landscape GA - First Floor Roof Area	18.03.20
OWIL01-LLD-ZZ-ZZ-RP-L-0001 P06	Landscape Design Strategy	18.03.20

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

#### Levels

03. The development hereby permitted must be carried out only in accordance with the proposed finished floor levels and ground levels as shown on the approved plans unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenity of the site in accordance with Policies CS21 and CS24 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

#### External materials

04. ++ Notwithstanding the details submitted with the application prior to the progression of works beyond superstructure stage for the building hereby permitted, full details of all external facing materials of the building must be submitted to and approved in writing by the Local Planning Authority. The submitted details must include sample panel(s) (each to be 1 m x 1 m unless otherwise first agreed in writing by the Local Planning Authority) of all brickwork / masonry (including mortar colour and pointing).

The details should generally accord with the type and quality of materials indicated within the application. The development must thereafter only 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.

#### Soft / hard landscape

05. ++ The overall concept, layout, extent and type of hard and soft landscaping for the development hereby permitted must generally accord with the approved plans and documents. Prior to the progression of works beyond superstructure stage for the building hereby permitted details of the hard and

### 3 JUNE 2020 PLANNING COMMITTEE

soft landscaping scheme must be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:

- a) the location, species and sizes of proposed tree(s) (including underground structures to provide sufficient rooting volume for proposed trees in maturity);
- b) soft planting, grassed/turfed areas, shrubs and herbaceous areas to include species, planting densities (where appropriate); and
- c) colour (RAL) of any lighting columns (if applicable).

Any tree or shrub planting must accord with BS3936:1992, BS4043:1989 and BS4428:1989 (or subsequent superseding equivalent(s)). All landscaping must 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 must 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 must 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 must be carried out and permanently maintained only in accordance with the approved details.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the DM Policies DPD (2016), SPD Design (2015) and the NPPF.

#### Biodiversity

06. The development hereby permitted must only be undertaken in accordance with Section 7 (Recommendations) of the Updated Preliminary Ecological Appraisal (Report No: RT-MME-151678-02 Rev A), dated 18/03/2020 by Middlemarch Environmental.

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.

07. ++ Prior to the progression of works beyond superstructure stage for the building hereby permitted a scheme for biodiversity enhancement on the site in accordance with Section 7.2 (R5) (Biodiversity Enhancement) of the Updated Preliminary Ecological Appraisal (Report No: RT-MME-151678-02 Rev A), dated 18/03/2020 by Middlemarch Environmental must be submitted to and approved in writing by the Local Planning Authority.

The biodiversity enhancements as approved must thereafter be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority alongside the details of biodiversity enhancements. Thereafter the biodiversity enhancements must be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

### 3 JUNE 2020 PLANNING COMMITTEE

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.

#### Transport and highways

08. No part of the development must be first occupied unless and until the proposed modified vehicular access to High Street hereby permitted has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones must be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and the NPPF.

09. No part of the development must be first occupied unless and until the proposed vehicular access to Priors Croft has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones must be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development should not prejudice highway safety nor 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 must not be first occupied unless and until existing accesses from the site to Priors Croft have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and the NPPF.

11. The development hereby permitted must not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for all vehicles to be parked and for all vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas must be permanently retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the NPPF.

12. ++ Other than site preparation works (site hoarding, site clearance, demolition, decontamination, ground preparation, material storage) development must not commence until a Construction Transport Management Plan (CTMP), to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;

### 3 JUNE 2020 PLANNING COMMITTEE

- (c) storage of plant and materials;
- (d) programme of works (including measures for traffic management);
- (e) provision of boundary hoarding behind any visibility zones;
- (f) HGV deliveries and hours of operation;
- (g) measures to prevent the deposit of materials on the highway; and
- (h) turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details must be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and 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 building works or other operations on the site.

13. The development hereby permitted must not be first occupied unless and until at least 5 of the available parking spaces are provided with electric charging sockets in accordance with the approved plans. Thereafter the electric charging sockets must be permanently maintained for the lifetime of the development (unless replaced by a more advanced technology with the same objective).

Reason: To encourage modes of travel by electric vehicle in accordance with Section 9 of the NPPF, Policy CS18 of the Woking Core Strategy (2012) and SPDs Climate Change (2013) and Parking Standards (2018).

14. ++ The development hereby permitted must not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority for:

- (a) The secure, covered parking of a minimum of 14 bicycles within the development site;
- (b) Facilities within the development site for cyclists to change into and out of cyclist equipment/shower;
- (c) Facilities within the development site for cyclists to store cyclist equipment;
- (d) The improvement of the bus stops located outside the Crown and Anchor Pub to include new benches at both stops, and raised kerbing for mobility access at one stop; and
- (e) Information to be provided to residents / staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs

and thereafter the said approved facilities must be provided, retained and permanently maintained to the satisfaction of the Local Planning Authority for the lifetime of the development.

Reason: To encourage modes of travel other than the private car in accordance with Section 9 of the NPPF, Policy CS18 of the Woking Core Strategy (2012) and SPD Parking Standards (2018).

### 3 JUNE 2020 PLANNING COMMITTEE

15. The Travel Plan Statement Rev P05 (Ref: KIER/20/5238/TPS02 OWIL01-RGPL-ZZ-XX-RP-Y-0002), dated March 2020 by RGP must be implemented upon first occupation of the development hereby permitted and thereafter permanently maintained 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 Section 9 of the NPPF.

#### Noise / external lighting / plant etc

16. ++ Prior to the progression of works beyond superstructure stage for the building hereby permitted a detailed glazing and ventilation specification, protecting the proposed development (including where appropriate any garden) from traffic noise in accordance with the recommendations and conclusions of Noise Impact Assessment Report by Hann Tucker Associates Ref: 23887/NIA1/Rev5, dated 18 March 2020, must be submitted to and approved in writing by the Local Planning Authority. The approved scheme must be carried out concurrently with the development of the site and must then be implemented in full as agreed in writing by the Local Planning Authority before each dwelling is occupied and must be permanently retained thereafter for the lifetime of the development.

Reason: To protect future residential occupiers from environmental noise in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

17. ++ Notwithstanding any information submitted with the application no fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment must be installed (including at roof level and within the plant enclosures shown on the approved plans) until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority. Such plant and equipment must not be installed otherwise than in strict accordance with the approved specifications and must thereafter be permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the general amenity of the area is not adversely affected by noise and vibration arising from any fixed plant and equipment in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

18. ++ Notwithstanding any details shown and/or annotated on the approved plans equipment to control the emission of fumes and smell from the premises must not be installed (including at roof level and within the plant enclosures shown on the approved plans) until a scheme for the installation of such equipment has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme must be fully implemented as approved and all equipment installed as part of the approved scheme must thereafter be permanently operated and maintained in accordance with the approved details and retained as such thereafter.

### 3 JUNE 2020 PLANNING COMMITTEE

Reason: To ensure that the general amenity of the area is not adversely affected by noise and vibration arising from any fixed plant and equipment in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

19. ++ Notwithstanding the details submitted with the application new external lighting must not be installed on the site (other than temporary construction / site works lighting) until details of new external lighting (to include a site layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles)), and making reference to agreed national or international standards for outdoor lighting such as The Institute of Lighting Engineers Guidance Note for Reduction of Light Pollution, have been submitted to and approved in writing by the Local Planning Authority. A statement must be included setting out how new external lighting has been designed to minimise potential disturbance and fragmentation impacts on sensitive receptors, such as bat species, in accordance with Section 7.2 (R6) (Lighting) of the Updated Preliminary Ecological Appraisal (Report No: RT-MME-151678-02 Rev A), dated 18/03/2020 by Middlemarch Environmental. External lighting must thereafter be installed in accordance with a timeframe to first be submitted to and agreed in writing by the Local Planning Authority. Thereafter the external lighting must be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the general amenities of the area, and the residential amenities of neighbouring and nearby properties, and ecological interests, from potential nuisance arising from external lighting in accordance with Policies CS7 and CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

20. Prior to the first occupation of the development hereby permitted, the refuse/recycling storage areas as shown on the approved plans must be made available and thereafter permanently retained for use at all times unless otherwise first agreed in writing by the Local Planning Authority.

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.

#### Contamination

21. ++ Prior to the first occupation of the development hereby permitted, a remediation validation report for the site must be submitted to and approved in writing by the Local Planning Authority. The report must detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into the development the testing and verification of such systems must have regard to the CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard

### 3 JUNE 2020 PLANNING COMMITTEE

BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To ensure that a satisfactory strategy is adhered to for addressing contamination of the land and/or groundwater, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution in the surrounding area in accordance with Policy DM8 of the DM Policies DPD (2016) and the NPPF.

#### Flooding and water management

22. The development hereby permitted must be carried out in accordance with the submitted flood risk assessment and plans:

- Flood Risk Assessment - Independent Living Facility, Old Woking (Ref: OWIL01-ENG-ZZ-XX-RP-0900 Rev 06) dated March 2020 by Engenuiti;
- "Extent of fluvial flooding (1 in 100 +70% Storm Event) Existing (Ref: OWIL01-ENG-ZZ-XX-DR-C-5000 Rev P3 (18.03.20))" and;
- "Extent of fluvial flooding (1 in 100 +70% Storm Event) proposed (Ref: OWIL01-ENG-ZZ-XX-DR-C-5001 Rev P6 (18.03.20))"

and the following mitigation measures they detail:

- Finished floor levels must not be set lower than 23.90 m above Ordnance Datum (AOD) as set out in section 6.1;
- Compensatory storage must be provided as set out in section 6.2 and referenced in Tables 6.1 and 6.2 Floodplain Storage (OWIL01-ENG-ZZ-XX-DR-C-5000 Rev P3 and OWIL01-ENG-ZZ-XX-DR-C-5001 Rev P6);
- Proposed boundary wall (northern perimeter) will be perforated along the entire base of the wall using hit and miss brick bonding as set out in section 6.4.5 and drawing OWIL01-HNW-ZZ-ZZ-DR-A-2100 Rev P15 (dated 13.03.2020)

These mitigation measures must be fully implemented prior to first occupation and must be permanently retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance with Paragraph 163 of the NPPF and Policy CS9 of the Woking Core Strategy (2012).

23. ++ Other than site preparation works (site hoarding, site clearance, demolition, decontamination, ground preparation, material storage) development must not commence until full details of the proposed void opening in the new boundary wall along Priors Croft have been submitted to and approved in writing by the Local Planning Authority. The wall will then be constructed in accordance with the agreed details and the opening permanently retained and maintained thereafter throughout the lifetime of the development.

### 3 JUNE 2020 PLANNING COMMITTEE

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent an increase in flood risk by ensuring that the compensatory storage of flood water is provided and flood flows are not prevented from freely flowing in to the area in accordance with Paragraph 163 of the NPPF and Policy CS9 of the Woking Core Strategy (2012). This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

24. ++ Prior to the first occupation of the development hereby permitted a detailed Flood Warning and Management Strategy for the occupants must be submitted to and approved in writing by the Local Planning Authority. The approved plan must be implemented in accordance with the approved details throughout the lifetime of the development.

Reason: To ensure the future occupants of the development remain safe during any flood event in accordance with Paragraph 163 of the NPPF and Policy CS9 of the Woking Core Strategy (2012).

25. ++ All development must be constructed in accordance with the submitted and approved Drainage Statement dated March 2020 (Ref: OWIL-ENG-ZZ-XX-RP-0901 Rev 06), Below ground drainage layout – External dated 05/06/19 (Ref: OWIL-1-ENG-ZZ-00-DR-f-3000 Rev P5) and Microdrainage calculations (Appendix H) unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provision of the NPPF.

26. ++ Other than site preparation works (site hoarding, site clearance, demolition, decontamination, ground preparation, material storage) no development must commence until construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement have been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must then be constructed in accordance with the approved drawings, method statement and microdrainage calculations prior to first occupation. No alteration to the approved surface water drainage scheme must occur without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and 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 building works or other operations on the site.

27. ++ Prior to the first occupation of the development hereby permitted details of the maintenance and management of the sustainable drainage scheme must be submitted to and approved in writing by the Local Planning Authority. The approved maintenance and management of the sustainable drainage scheme



### 3 JUNE 2020 PLANNING COMMITTEE

must be implemented prior to first occupation and must thereafter be permanently managed and maintained in accordance with the approved details. The Local Planning Authority must be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the maintenance and management of the sustainable drainage scheme to be submitted for approval must include:

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

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provision of the NPPF.

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

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provision of the NPPF.

#### Energy and water consumption

29. The development hereby permitted must be undertaken in accordance with:  
OWIL01-VZDV-ZZ-XX-RP-MEP-0001 - Energy Strategy Report - Rev 02 by Van Zyl & de Villiers Ltd Consulting Engineers (dated 18/03/2020)

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), SPD Climate Change (2013) and the NPPF.

30. ++ Prior to the progression of works beyond superstructure stage for the building hereby permitted written evidence must be submitted to and approved in writing by the Local Planning Authority demonstrating that the development will achieve a maximum water use of no more than 110 litres

### 3 JUNE 2020 PLANNING COMMITTEE

per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended), measured in accordance with the methodology set out in Approved Document G (2015 edition). Such evidence must be in the form of a Design Stage water efficiency calculator. Such details must be permanently maintained 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 CS22 of the Woking Core Strategy (2012), SPD Climate Change (2013) and the NPPF.

31. ++ Within three months of the first occupation of the development hereby permitted written documentary evidence must be submitted to, and approved in writing by, the Local Planning Authority, demonstrating that the development has:
- a. Achieved a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence must be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and
  - b. Achieved a maximum water use of 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended). Such evidence must be in the form of the notice given under Regulation 37 of the Building Regulations.

Such details must be permanently maintained 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 CS22 of the Woking Core Strategy (2012), SPD Climate Change (2013) and the NPPF.

32. ++ Prior to installation of any roof mounted photovoltaics details of the roof mounted photovoltaics must be first submitted to and approved in writing by the Local Planning Authority. The development must thereafter be carried out in accordance with the approved details and permanently maintained 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.

#### Neighbouring amenity

33. ++ Notwithstanding any indication otherwise shown and/or annotated on the approved plans at first installation the window(s) within the third floor west-facing elevation(s) serving flat 48 of the development hereby permitted must be glazed entirely with obscure glass (obscure glazed to a minimum of level 3) and non-opening unless the parts of the window(s) which can be opened

### 3 JUNE 2020 PLANNING COMMITTEE

are more than 1.7 metres above the finished floor level of the room in which the window(s) are installed. Once installed the window(s) must be permanently retained in that condition unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjoining properties in accordance with Policy CS21 of the Woking Core Strategy (2012), SPDs Design (2015) and Outlook, Amenity, Privacy and Daylight (2008) and the NPPF.

34. Where shown / annotated as such on the approved plans at first installation window(s) / pane(s) must be installed with look-a-like glass infill panels and obscured glass (obscure glazed to a minimum of level 3) prior to the first occupation of the development hereby permitted. Once installed such window(s) must be permanently retained in such condition(s) unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjoining properties in accordance with Policy CS21 of the Woking Core Strategy (2012), SPDs Design (2015) and Outlook, Amenity, Privacy and Daylight (2008) and the NPPF.

35. ++ Prior to the first occupation of the development hereby permitted means of screening the first floor level roof terrace and roof terrace escape stair from Hale Lodge (No.61 High Street) must be installed in accordance with design details which must have first been submitted to and approved in writing by the Local Planning Authority. The means of screening as approved must be implemented and thereafter permanently retained and maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the amenities of adjoining properties in accordance with Policy CS21 of the Woking Core Strategy (2012), SPDs Design (2015) and Outlook, Amenity, Privacy and Daylight (2008) and the NPPF.

36. The first floor level roof terrace must only be used for outdoor amenity purposes between the following hours:
- Mondays to Fridays (inclusive): 08:00 - 21:30 hrs
  - Saturdays, Sundays and Bank/Public Holidays (inclusive): 08:30 - 21:30 hrs

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

#### PD Rights – aerials etc

37. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) amending, revoking and/or re-enacting that Order(s) with or without modification(s)), no aerials, antennae, satellite dishes or related telecommunications equipment must be erected on any part of the development hereby permitted without planning permission first being granted.

### 3 JUNE 2020 PLANNING COMMITTEE

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.

#### **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 National Planning Policy Framework (NPPF).
02. The applicant's attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. The applicant is advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Local Planning Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.
03. 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.
04. The applicant is advised that works related to the construction of the development, including works of demolition or preparation prior to building operations, should not take place other than:
  - Mondays - Fridays (inclusive) working only between 08:00 - 18:00 hrs
  - Saturday working only between 08:00 - 13:00 hrs
  - No work to take place on Sundays or Bank/Public Holidays

If works are intended to take place outside of the hours set out above the applicant should contact the Council's Environmental Health Service beforehand.
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 may involve the use of dust screens and / or utilising water supply to wet areas of the site to inhibit dust.
06. The permission hereby granted must not be construed as authority to carry out any works on the highway or any works that may affect a drainage

### 3 JUNE 2020 PLANNING COMMITTEE

channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see

<http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see

[www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice).

07. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
08. 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).
09. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
10. It is noted from the plans that the existing access from High Street will be modified to provide a bell mouth access. These works will be secured through a mini S278 Agreement with the Highway Authority, and tactile paving should be added on both sides of this access.
11. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read the Thames Water guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.  
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>.  
Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

### 3 JUNE 2020 PLANNING COMMITTEE

12. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water Thames Water would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-andpay-for-services/Wastewater-services>
13. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
14. 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.
15. The applicant is advised that bins can be purchased directly from Amey by calling: 03332 340978.