

06 February 2018 PLANNING COMMITTEE

5a 17/0666 Reg'd: 11.07.2017 Expires: 05.09.17 Ward: SJS
Nei. 14.08.17 BVPI Minor Number 22/8 On No
Con. Target dwellings - 13 of Weeks Target?
Exp: on Cttee'
Day:

LOCATION: D W Burns, Roydon House, Triggs Lane, Woking, Surrey, GU21 7PL

PROPOSAL: Demolition of existing two storey retail building and ancillary buildings (A1) and erection of a two storey building comprising 7x self contained flats (C3) (3x one bed and 4x two bed) with ancillary facilities and new vehicular access

TYPE: Full Planning Application

APPLICANT: Mr Toby Hoyle

OFFICER: Brooke Bournague

REASON FOR REFERRAL TO COMMITTEE

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

The application has been called to planning committee at the request of Councillor Addison due to concerns including over-development of the site, mass, bulk and scale and parking close to the junction.

PROPOSED DEVELOPMENT

Demolition of existing two storey retail building and ancillary buildings (A1) and erection of a two storey building comprising 7x self contained flats (C3) (3x one bed and 4x two bed) with ancillary facilities and new vehicular access. The proposed flats would have vehicular access from Royal Oak Road and pedestrian access from Triggs Lane.

Site Area: 0.063 ha (631.40 sq.m)
Existing units: 0
Proposed units: 7
Existing density: 0 dph (dwellings per hectare)
Proposed density: 111 dph

PLANNING STATUS

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

RECOMMENDATION

Grant planning permission subject to conditions and Section 106 Agreement.

SITE DESCRIPTION

The proposal relates to Roydons House which is currently occupied by D W Burns, a plumbers merchant. The site is located on a corner plot bounded by Triggs Lane to the west and Royal Oak Road to the south. The main building occupying the site is a two storey detached building. To the rear of the site are single storey structures that appear to be used as storage in association with the plumbers merchant. To the western side of the site there is a small yard also used in association with the plumbers merchant. The immediate surrounding area is characterised by detached and semi detached dwellings.

PLANNING HISTORY

None relevant

CONSULTATIONS

Planning Policy: No objection if complies with Policy

County Highway Authority: No objection subject to conditions 8, 9 and 10

Waste Services: No objection

Flood Risk and Drainage Team: No objection subject to conditions 13 and 14

Contamination Officer: No objection subject to conditions 15 and 16

BACKGROUND

Amended plans have been received over the course of the application incorporating the following:

- Insertion of additional windows in the south east elevation
- Alterations to internal layout
- Alterations to boundary treatment

REPRESENTATIONS

A total of 15x letters of objections (2 from the same address) were received in response to the original proposal raising the following concerns:

- The current impact to residents of trade traffic cause by Burns is limited. The peak traffic flow to Burns is between 8.30am and 10am when most residents have gone or are going to work.
- Exacerbate parking issues in the evenings and at weekends
- Loss of current on street parking
- Insufficient on site parking
- Block of flats is out of keeping with the area
- Increase in density
- Little external space
- Greater visual impact
- Impact on outlook
- Continued commercial use is preferred to residential use
- Highways safety at Royal Oak Road/Triggs Lane junction
- Loss of daylight
- Overshadowing
- The proposal deviates significantly from the original footprint of the building

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- Loss of privacy
- Submitted traffic survey is not relevant
- Increase in traffic
- Out of proportion to surrounding properties
- Detached or semi detached houses would be more in keeping with the area
- Overlooking
- Currently parking is not a problem during the day, the problem is during evenings and weekends

Neighbours were re-consulted on the amended plans on 28.11.2017 and a further 13x letters of objection were received objecting to the proposal raising points already summarised above and the additional points below:

- There are other brownfield sites in the area that could easily be used for this type of development
- Not adequately addressed the change of use from retail

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2012):

Section 4 - Promoting sustainable transport

Section 6 - Delivering a wide choice of high quality homes

Section 7 - Requiring good design

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough

CS7 - Biodiversity and nature conservation

CS8 - Thames Basin Heaths Special Protection Areas

CS10 - Housing provision and distribution

CS11 - Housing Mix

CS12 - Affordable housing

CS18 - Transport and accessibility

CS21 - Design

CS22 - Sustainable construction

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

Woking Development Management Policies DPD (2016):

DM2 - Trees and Landscaping

DM15 - Shops outside designated centres Shops

Supplementary Planning Documents (SPDs):

Woking Design (2015)

Affordable Housing Delivery (2014)

Climate Change (2013)

Outlook, Amenity, Privacy and Daylight (2008)

Parking Standards (2006)

PLANNING ISSUES

Principle of Development:

1. The proposal includes the demolition of all existing buildings on site, which are currently occupied by a plumbers merchant which is considered to constitute an A1 use. The existing A1 use would therefore be lost as part of the proposal. The application site is not within a designated shopping frontage or shopping parade and

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would be sited over 400m from the nearest shopping parade. The existing A1 premises is therefore considered to constitute an 'isolated shop unit'. Policy DM15 of the DM Policies DPD (2016) states *'the change of use of isolated shops to residential will be permitted provided that they comply with policies of the Development Plan and:*

- (i) it is shown the premises have been unsuccessfully marketed for A1 or A2 purposes for a period of at least 12 months;*
- (ii) there is alternative provision of shops that serve the day-to-day needs of the occupiers in the local area;*
- (iii) the traffic impacts of the proposal are considered acceptable.*

Other uses may be permitted provided there is no adverse effect on the amenity of the area and the proposal complies with other relevant policies of the Development Plan.'

2. The reasoned justification text for policy DM15 states *'in determining applications, the Council will take into account proximity to the hierarchy of centres in order to meet the objectives of the Core Strategy' and 'the Council will be concerned to ensure that any alternative use is compatible with the surrounding area and residential development will be permitted in these circumstances'.*
3. The premises is currently occupied and has not been marketed for a period of 12 months for A1 or A2 purposes. There is alternative provision of shops at Wych Hill shopping parade sited approximately 480m from the site, a large supermarket sited approximately 650m from the site and Woking Town Centre sited approximately 805m from the site. It is considered that there is alternative provision of shops that serve the day-to-day needs of the occupiers in the local area. The application site is currently occupied by a plumbers merchant with the majority of sales to trade customers. The applicant has advised that 11 staff are currently employed at this premises. The proposal is for 7 flats (3 x 1 bed and 4 x 2 bed) with the provision of 7 off street parking spaces. The County Highway Authority have been consulted and raised no objection. The County Highway Authority have advised that although the proposal would create more trips during am/pm hours than the existing use the overall change in impact on the local highways network is not considered to be significant or severe. The trip generation, parking (employees and customers) and servicing requirement of the existing A1 unit would also be removed as part of the proposal. The traffic impact on the proposal is therefore considered to be acceptable.
4. Although the proposal would result in the loss of an A1 use that is currently occupied it is considered there is alternative provision in the local area and the traffic impacts are considered acceptable. The surrounding area is characterised by residential properties, it is considered the change of use of the site to residential would be compatible with surrounding uses. Four (57%) of the units would be 2 bedrooms and therefore be suitable for family accommodation adding to the housing mix in the area.
5. The National Planning Policy Framework (NPPF) (2012) and Core Strategy (2012) policy CS25 promote a presumption in favour of sustainable development and the site is within the designated Urban Area. The development of previously developed land for additional dwellings can be acceptable provided that the proposal respects the overall grain and character of development in the area. Core Strategy (2012) policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place. The principle of loss of an isolated shop and provision of residential development is therefore considered acceptable subject to further material planning considerations discussed below.

Impact on Character:

6. The existing buildings on site to be demolished include a two storey building to south west of the site and two single storey buildings to the north east of the site. The two storey building and pitched roof single storey building fronting Royal Oak Road date from the Edwardian era and are finished in brickwork, render and timber detailing. The single storey flat roof structure to the north side of the site is a later addition finished in brick. There is a canopy over an area of hardstanding to the south east of the site. The remainder of the site is laid to hardstanding. The area of hardstanding to the south west and north west of the site is currently used for parking in connection with the business operating from the site. There is a fascia sign on the south west and south east elevations of the two storey building relating to the existing business operating from the site. There is a solid enclosure between the two storey building and pitched roof single storey building enclosing the site from Royal Oak Road. The existing Edwardian buildings do have some architectural merit however their setting and contribution to the streetscene is limited due to the dominance of hardstanding and absence of landscaping on the site. The demolition of the existing buildings on the site is therefore considered acceptable in principle subject to the detailed consideration of the proposed development and its impact on the character of the area.
7. The surrounding area is characterised by detached and semi detached two storey dwellings finished in brick, render and timber detailing. The proposal is for a two storey building with hipped roof divided into three wings. The wing to the south west corner of the site bounded by Triggs Lane and Royal Oak Road would have accommodation in the roofscape facilitated by three dormer windows. The proposed building would have a traditional design and be finished in brick and hanging tiles with timber detailing. Details of external materials can be secured by condition (Condition 3). The wing to the south west of the site facilitating the accommodation in the roofscape would have a maximum height of approximately 9.4m; the other two wings would have a maximum height of approximately 8.8m. The existing two storey building has a maximum height of approximately 7.5m. The proposed building would be higher than the existing building and two storey dwellings surrounding the site by a maximum of approximately 1.3m. Although the scale of the proposed building would have a larger footprint and height than the existing development on site, due to the corner plot position and division of the building into three wings to reduce the mass and bulk it is considered there would be an acceptable impact on the character of the streetscene.
8. The proposed building would be sited approximately 1m from the north east boundary with No.1 Royal Oak Road, a minimum of approximately 2m from the north west boundary with Woodfield, Triggs Lane, 2m from the south west boundary fronting Triggs Lane and sited on the boundary with Royal Oak Road (the same as the existing building). Overall these separation distances are considered acceptable and would retain sufficient spacing between dwellings.
9. Overall the proposed development is considered to have an acceptable impact on the character of the surrounding area and accord with Policies CS21 and CS24 of the Woking Core Strategy (2012), Supplementary Planning Document 'Woking Design' (2015) and the NPPF (2012).

Impact on Neighbours:

10. There are residential neighbours surrounding the site and the proposed building would introduce extra height, bulk and potential for overlooking. The Council's 'Outlook, Amenity, Privacy and Daylight' SPD (2008) sets out recommended separation distances for different relationships and different building heights; for example 20m for rear-to-rear relationships and 10m for front to boundary/front relationships at two storeys. These standards are however advisory and the SPD makes clear that the

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context of development proposals will be of overriding importance. The potential impact on neighbours from loss of light, overbearing and overlooking impacts are assessed below.

11. The north east elevation of the proposed building would be sited a minimum of approximately 1m from the boundary and approximately 4.2m from the side elevation of No.1 Royal Oak Road. There are two ground floor windows believed to be serving non habitable rooms in the side elevation of a rear outrigger at No.1 Royal Oak Road. The 25 degree test has been applied and passed. It is considered there would not be a significant overbearing or loss of daylight impact on No.1 Royal Oak Road. Two ground floor and three first floor windows serving habitable rooms are proposed in the elevation orientated towards No.1 Royal Oak Road. The proposed ground and first floor windows would be sited a minimum of 4.9m from the boundary and 9.6m from No.1 Royal Oak Road. Due to the separation distance it is considered there would not be a significant loss of privacy or overlooking to No.1 Royal Oak Road.
12. A minimum of approximately 6.3m would be maintained to Flat 1 and Flat 2 Alpine Cottage, Triggs Lane and No.2 Royal Oak Road sited to the south east of the proposed building. Royal Oak Road would separate the properties. The separation distance to Flat 1 and Flat 2 Alpine Cottage, Triggs Lane and No.2 Royal Oak Road would remain the same as the existing situation. Due to the siting of the properties and relationship with Flat 1 and Flat 2 Alpine Cottage, Triggs Lane and No.2 Royal Oak Road it is considered there would not be a significant loss of privacy, overlooking or overbearing impact to Flat 1 and Flat 2 Alpine Cottage, Triggs Lane and No.2 Royal Oak Road.
13. The proposed building would maintain a minimum 19.6m separation distance to No.10, No.11, No.12, No.13 and No.13A The Triangle. Due to the separation distance it is considered there would not be an impact on the amenities of these properties in terms of loss of privacy, loss of daylight or overbearing impact.
14. The proposed building would be sited a minimum of approximately 2m from the north west boundary and approximately 3.7m from Woodfield, Triggs Lane. An existing triple garage block sited approximately 0.3m from the boundary with Woodfield, Triggs Lane would be demolished. There is an existing close boarded boundary fence marking the boundary with Woodfield, Triggs Lane. Five first floor windows and two doors and five ground floor windows are proposed in the north west elevation orientated towards Woodfield, Triggs Lane. Due to the boundary treatment it is considered the ground floor windows and doors would not result in a significant loss of privacy or overlooking to Woodfield, Triggs Lane. Condition 12 is recommended to ensure the first floor windows in the north west elevation are obscure glazed and top opening only to retain the privacy of Woodfield, Triggs Lane. There are five ground floor and two first floor windows sited in the side elevation of Woodfield, Triggs Lane orientated towards the application site. The five ground floor windows all serve habitable rooms. Four of the rooms are served by an additional window in the front or rear elevation of the property, it is considered there would not be a significant loss of daylight to these rooms. The fifth window would maintain an approximate separation distance of approximately 11m. The 25 degree test has been applied and passed. It is considered there would not be a significant loss of daylight to this room. The two first floor windows serving habitable rooms in the side elevation of Woodfield, Triggs Lane orientated towards the application site would be served by an additional window in the front or rear elevation of the property, it is considered there would not be a significant loss of daylight to these rooms. The 45 degree test has been applied and passed to the windows in the front and rear elevation of Woodfield, Triggs Lane. It is considered there would not be

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a significant loss of daylight or overbearing impact to the windows in the front or rear elevation of Woodfield, Triggs Lane.

15. Overall the proposed development is considered to have an acceptable impact on neighbours in terms of loss of light, overlooking and overbearing impacts.

Standard of Accommodation:

16. The proposal would deliver 3 x one bedroom units ranging from 47m² to 56m² and 4 x two bedroom units ranging from 70m² to 80m². The proposed flats are considered of an acceptable size with acceptable quality outlooks to habitable rooms.
17. With regards to provision of amenity space for family accommodation (flats with two bedrooms or more and exceeding 65 sq.m. gross floor space) 'Outlook Amenity, Privacy and Daylight' SPD (2008) states 'alternative forms of on-site amenity provision may be permitted in lieu of a conventional private garden, although this should always be the first option'. Due to the constraints of the site and protecting neighbouring amenity each flat would not have an area of private amenity or balcony. From the submitted block plan it appears that the area of amenity space to the south west of the site would be allocated to Flat No.2. One area of communal amenity space is proposed on site to the north east of the proposed building. Overall the proposal is considered to achieve an acceptable size and standard of accommodation for future residents. Bin storage would be provided within the fabric of the building and cycle store to the north east of the site. Condition 11 is recommended to secure details of the proposed cycle store.

Impact on Trees:

18. There are no significant trees on the site which would require protection during construction however a landscaping scheme can be secured by condition (Condition 4).

Transportation Impacts:

19. Policy CS18 states 'the Council is committed to developing a well integrated community connected by a sustainable transport system' this can be achieved by *'implementing maximum car parking standards for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. Minimum standards will be set for residential development. However in applying these standards, the Council will seek to ensure that this will not undermine the overall sustainability objectives of the Core Strategy...'* In addition Supplementary Planning Document Parking Standards (2006) sets maximum standards, with the objective of promoting sustainable non-car travel.
20. The proposed flats would have vehicular access from Royal Oak Road sited to the south east of the site and pedestrian access from Triggs Lane sited to the south west of the site. It is noted that concerns have been raised over highway safety and increased on street parking pressure.
21. Supplementary Planning Document 'Parking Standards' (2006) requires dwellings with 1 bedroom to provide 1 off street parking space and 2 bedrooms to provide 1.5 off street parking spaces. To comply with maximum parking standards a maximum of 9 off street parking spaces would be required. Each dwelling would be served by 1 off street parking space resulting in a shortfall from the maximum of 2 off street parking spaces.

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22. The NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para. 32). Supplementary Planning Document 'Parking Standards' (2006) states *'where developers propose parking standards below the maximum standards these will be critically examined to ensure that there would be no adverse effect on highway safety, the free flow of traffic or parking provision in the immediate area generally'*.
23. One parking space would be provided close to the Royal Oak Road and Triggs Lane junction and be accessed from Royal Oak Road. There is an existing dropped kerb sited in this position that has been there since at least 2008 and is currently used in conjunction with the existing plumbers merchant. It is considered that using this parking space for residents of the proposed development would not have an impact on highway safety over and above the existing situation. The further six spaces would also be accessed from Royal Oak Road further away from the Royal Oak Road and Triggs Lane junction. There is an existing dropped kerb sited in this position that has been there since at least 2008. The dropped kerb would need to be extended to facilitate the proposed parking spaces. It is considered that using extending this dropped kerb would not have an impact on highway safety over and above the existing situation. Condition 10 is recommended to ensure the visibility zones are kept permanently clear of any obstruction over 1m high
24. The proposed flats would be sited within walking distance of Woking Town Centre (1m/1.6km) and bus stops (0.1m/0.16km) with direct routes to Knaphill, Goldsworth Park, Camberly and Woking Station. Royal Oak Road is sited within a Controlled Parking Zone restricting on street parking between 9.30 and 11.30 Monday to Friday. The majority of residents along Royal Oak Road are reliant on on-street unallocated parking bays and parking on single yellow lines outside of controlled hours. The proposal would extend an existing dropped kerb off Royal Oak Road resulting in the removal of a kerb side marked with a single yellow line reducing the amount of on-street parking outside of controlled hours by approximately three spaces. The extended dropped kerb would create six satisfactory off street parking spaces to serve the proposed flats.
25. The County Highway Authority have been consulted and raised no objections to the proposal on highway safety or capacity grounds subject to conditions 8 and 9. The County Highway Authority have advised that although the proposal would create more trips during am/pm hours than the existing use the overall change in impact on the local highways network is not considered to be significant or severe. With regards to the loss of on street parking provision The County Highway Authority have advised *'residents can apply for permits to park in nearby roads that are not limited to purely Royal Oak Road, but other residential roads should this one be unavailable. Kingsway and Elm Road being two other local options. These restrictions were put in place in order to offer enforcement options to counter antisocial and potentially hazardous parking'*. It should also be noted that the trip generation, parking and servicing requirement of the existing A1 unit would be removed as part of the proposal.
26. A construction transport management plan condition is recommended (condition 10) to minimise disruption to local residents during the build period should planning permission be granted. There is also potential storage space for materials on site during any build period.
27. Overall therefore the proposal is considered to result in an acceptable impact upon highway safety and car parking provision and accords with policy CS18 of the Woking Core Strategy 2012, Supplementary Planning Document 'Parking Standards' (2008) and the National Planning Policy Framework (2012).

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Affordable Housing:

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

Flood Risk:

29. Part of the application site is within an area at a low risk surface water flooding and is adjacent to areas at high and medium risk of surface water flooding. The Flood Risk and Drainage Team have been consulted a recommended **conditions 13 and 14** to secure the submission of a scheme for disposing of surface water by means of a sustainable drainage system and minimum finished ground floor level.

Contamination:

30. Given the historic uses of the site, there is potential for ground contamination. The Council's Scientific Officer has been consulted and raises no objection subject to a condition requiring investigation and remediation of potential contamination (Conditions 15 and 16).

Sustainability:

31. Following a Ministerial Written Statement to Parliament on 25 March 2015, the Code for Sustainable Homes (aside from the management of legacy cases) has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to set and apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. The Government has stated that the energy performance requirements in Building Regulations will be set at a level equivalent to the outgoing Code for Sustainable Homes Level 4.
32. Until the amendment is commenced, Local Planning Authorities are expected to take this statement of the Government's intention into account in applying existing policies and setting planning conditions. The Council has therefore amended its approach and an alternative condition will now be applied to all new residential permissions which seeks the equivalent water and energy improvements of the former Code Level 4 (Conditions 6 and 7).

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

33. The SPAs in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Core Strategy (2012) policy CS8 requires new residential development beyond a 400m threshold, but within 5km of the SPA boundary, to make an appropriate contribution towards the provisions of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
34. 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 £4,101.00 in line with the Thames Basin Heaths Special

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Protection Area Avoidance Strategy 2010-2015 as a result of the uplift of 3 x one bedroom and 4 x two bedroom dwellings that would arise from the proposal.

35. In view of the above, the Local Planning Authority is able to determine that the development would have no significant effect upon the SPA and therefore accords with Core Strategy (2012) policy CS8 and the 'Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015'.

Community Infrastructure Levy (CIL):

36. The proposal would be liable for Community Infrastructure Levy (CIL) to the sum of £36,276.92.

CONCLUSION

37. Considering the points discussed above, the proposal is considered an acceptable form of development which would have an acceptable impact on the amenities of neighbours, on the character of the surrounding area and on mature trees. The proposal therefore accords with Policies CS1, CS7, CS8, CS10, CS11, CS18, CS20, CS21 of the Woking Core Strategy (2012), Policies DM2 and DM15 of the DM Policies DPD (2016), Supplementary Planning Documents 'Parking Standards' (2006), 'Outlook, Amenity, Privacy and Daylight' (2008), 'Woking Design' (2015) and the NPPF (2012) and is recommended for approval subject to conditions and subject to Section 106 Agreement.

	Obligation	Reason for Agreeing Obligation
1.	SAMM (SPA) contribution of £4,101.00	To accord with the Habitat Regulations, policy CS8 of the Woking Core Strategy 2012 and The Thames Basin Heaths SPA Avoidance Strategy 2010-2015.

BACKGROUND PAPERS

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

RECOMMENDATION

It is recommended that planning permission be granted subject to the following conditions and a Section 106 Agreement to secure the requisite SAMM contribution of £4101.00.

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

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

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

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643_01_001 dated 06.06.2017 and received by the Local Planning Authority on 07.06.2017

643_03_100 Rev A dated 21.03.2017 and received by the Local Planning Authority on 27.09.2017

643_05_104 Rev A dated 21.03.2017 and received by the Local Planning Authority on 27.09.2017

643_03_101 Rev A dated 21.03.2017 and received by the Local Planning Authority on 27.09.2017

643_03_102 Rev A dated 08.03.2017 and received by the Local Planning Authority on 27.09.2017

643_03_103 Rev A dated 08.03.2017 and received by the Local Planning Authority on 27.09.2017

643_05_103 Rev A dated 21.03.2017 and received by the Local Planning Authority on 27.09.2017

643_05_101 Rev A dated 21.03.2017 and received by the Local Planning Authority on 27.09.2017

643_03_104 dated 08.03.2017 and received by the Local Planning Authority on 27.09.2017

643_05_105 Rev A dated 21.03.2017 and received by the Local Planning Authority on 27.09.2017

643_05_102 Rev A dated 21.03.2017 and received by the Local Planning Authority on 27.09.2017

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

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

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

4. ++ Notwithstanding any details shown on the approved plans listed within condition 02, prior to the first occupation of the development hereby approved, a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be planted and details of materials for areas of hardstanding, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or

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newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

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

5. ++ Prior to the occupation of any part of the development hereby permitted details of all screen and boundary walls, fences, hedges and any other means of enclosure (including private garden and any sub-station enclosures) have been submitted to and approved in writing by the Local Planning Authority. The means of enclosure will be implemented fully in accordance with the approved details prior to the occupation of any part of the development and thereafter maintained to the height and position as approved unless otherwise agreed in writing by the Local Planning Authority. Any hedges and planting which die or become seriously damaged or diseased within a period of 5 years from the completion of the development shall be replaced during the next planting season with specimens of the same size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the proposed development does not adversely affect the amenities at present enjoyed by the occupiers of the adjoining and nearby properties, ensure adequate screening and to preserve and enhance the character and appearance of the locality in accordance with Policy CS21 of the Woking Core Strategy 2012.

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

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

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

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

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

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

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

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

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

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and in the interests of public safety and amenity in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

9. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles and cycles to be parked.

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

10. The development hereby approved shall not be first occupied unless and until the proposed vehicular and modified accesses to the site have been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0 m high.

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

11. The development hereby permitted shall not be first occupied until details of secure, covered cycle parking have been submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the first occupation of the development hereby permitted and shall thereafter be permanently retained for use by future occupiers at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with the principles set out within paragraph 17 of the National Planning Policy Framework 2012 and Policy CS18 of the Woking Core Strategy 2012.

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12. Notwithstanding any indication otherwise given on the approved plans, the side facing windows in the north-west facing side elevation of the development hereby approved identified as serving Flat numbers 5, 6 and 7 shall be glazed entirely with obscure glass and non-opening unless the parts of the windows which can be opened are more than 1.7 metres above the finished floor level of the rooms in which the windows are installed. Once installed the windows shall be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

13. No development shall commence until details of a scheme for disposing of surface water by means of a sustainable drainage system have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full in accordance with the approved details prior to the first occupation of the development.

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

14. The Finished Floor Level (FFL) of the ground floor will be set no lower than the proposed level shown in the Elevation plans (643_05_101 Rev A, 643_05_102 Rev A 643_05_103 Rev A and 643_05_104 Rev A) unless otherwise first approved in writing by the Local Planning Authority.

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

15. The development hereby approved shall not commence until a pre-demolition asbestos survey has been carried out and a report of the findings of the survey and any recommendations has been submitted to and approved in writing by the Local Planning Authority. The development shall then be undertaken in accordance with the approved details.

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

16. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority and the written approval of the Local Planning Authority has been received. The strategy should detail how the contamination shall be managed.

The remediation strategy shall be implemented in accordance with such details as may be approved and a remediation validation report shall be required to be submitted to Local Planning Authority to demonstrate the agreed strategy has been complied with.

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Reason: To comply with the National Planning Policy Framework (NPPF) which requires development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution (paragraph 109) and to ensure that adequate site investigation information, prepared by a competent person, is presented (paragraph 12).

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
2. The applicants attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.
3. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

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7. The permission hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.
8. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
10. This decision notice should be read in conjunction with the related legal agreement.
11. The applicant is advised that this application is liable to make a CIL contribution of £36,276.92. The applicant must complete and submit a Commencement (of development) Notice to the Local Planning Authority, which the Local Planning Authority must receive prior to commencement of the development.
12. In seeking to address and discharge the “contamination remediation” condition above, the applicant’s attention is drawn to the fact that the application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land.
Visual and olfactory evidence of contamination can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/objects, metallic objects, staining and discolouration of soils, oily sheen on ground water and fragments of asbestos containing materials (ACMs) (Note: this list is intended to be used as a guide to some common types of contamination and is not exhaustive).
In seeking to address the condition a photographic record of works should be incorporated within the validation report. Should no ground contamination be identified then a brief comment to this effect shall be required to be provided in writing to the Local Planning Authority.
The Local Planning Authority cannot confirm that the condition has been fully discharged until any validation report has been agreed.