

6a PLAN/2020/0568

WARD: Canalside

LOCATION: Land To The North And South Of Goldsworth Road, Woking, Surrey, GU21 6JT

PROPOSAL: Demolition of all existing buildings and redevelopment of the site for a phased mixed-use scheme, comprising 929 residential units (Class C3), communal residential and operational spaces, commercial uses (Classes A1/A2/A3/A4/B1/D1/D2) at ground floor and homeless shelter (sui generis) within 5 blocks of varying heights of between 9 and 37 storeys (including rooftop amenity) to the north and south sides of the site together with soft and hard landscaping including public realm works, highway alterations to Goldsworth Road, car parking, cycle parking, bin storage, ancillary facilities and plant (Environmental Statement submitted) (amended plans and reports received 13.11.2020).

APPLICANT: Goldsworth Road Development LLP

OFFICER: Brooke Bournague

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

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

REASON FOR REFERRAL TO COMMITTEE

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

SUMMARY OF PROPOSED DEVELOPMENT

The proposal is for the demolition of all the existing buildings and redevelopment of the 1.15 hectare site for a phased mixed-use scheme, comprising:

- 929x residential units (148x studio, 402x one bed, 355x two bed and 24x 3 bed)
- 1,727.66sqm of homeless shelter floor space (sui generis)
- 2,710.13 sqm of commercial use floor space (Use Classes A1/A2/A3/A4/B1/D1/D2)
- 366.73 sqm of floor space for the Woking Railway Athletic Club (WRAC) facility (Use Class A4)
- 263 car parking spaces
- Highway alterations to Goldsworth Road

The proposal includes the demolition of all the eight buildings on the site including the WRAC, the former Job Centre at No.15-25 Goldsworth Road and No.30 Goldsworth Road which is currently occupied by the York Road Project to provide a day centre for the homeless. The proposal would be organised into five buildings; T1, T2 and T3 joined at the lower levels by a three storey podium located to the south of Goldsworth Road, Building BA sited to the north of Goldsworth Road and Building BB on Church Street West sited to the west of Premier Inn.

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Buildings T1, T2 and T3 are connected by a three storey podium which would accommodate commercial units with mezzanine level fronting Goldsworth Road, replacement WRAC facility, entrance and lobby areas for the residential units, car parking and ancillary elements such as waste storage, cycling parking and plant rooms. T1 would vary in height from 12 to 21 storeys and accommodate 183 residential units, T2 would vary in height from 20 to 29 storeys and accommodate 239 residential units and T3 would be 37 storeys (including rooftop amenity) and accommodate 295 residential units.

The podium would also provide internal and external communal amenity spaces for residents and private terraces for the residential units fronting the podium. T1, T2 and T3 also includes roof terraces for use by residents.

Building BA would be part 3 storeys, part 29 storeys (including full height roof enclosure) and accommodate 212 residential units. The ground floor would accommodate commercial units fronting Goldsworth Road and waste storage and plant rooms, the first floor would accommodate plant, cycle storage and residential units and the second floor would accommodate cycle storage and residential units with the remaining floors providing residential units.

T3 and BA are referred to as the Geodes and relate to the Victoria Square development and the town centre. T1 and T2 are referred to as the Foothills which have been designed to transition between the medium-rise developments of Goldsworth Road and the town centre.

Building BB fronting Church Street West would be 9 storeys plus roof terrace and plant enclosures and provide a homeless shelter run by the York Road Project. The York Road Project is a local charity based in Woking. The aim of the charity is to reduce the impact of homelessness on the individual and the wider community.

The York Road Project currently has an 11 bed night shelter on York Road which provides accommodation in hostel style accommodation and 5 move-on properties ranging from small flats to shared houses with common areas. The PROP day facility on Goldsworth Road provides facilities, activities and workshops for clients to use.

At the beginning of lockdown in March 2020, housing authorities across the country received an 'Everyone In' direction from the Government requiring all rough sleepers or those facing homelessness should be offered emergency accommodation. In July 2020, the Government launched the "Next Steps Accommodation Programme" (NSAP) to financially support local authorities and their partners to prevent rough sleepers returning to the streets.

The government has advised that there is a risk of COVID-19 in night shelters and that these settings should only be used as a last resort to protect against the risk to health and life of individuals remaining on the streets when other alternative options are unavailable, for example in very cold weather. As a consequence the PROP day facility and night shelters run by the York Road Project are currently closed until further notice with all facilities and services being delivered from HG Wells conference centre and adjoining Woking Hotel where self-contained accommodation can be provided.

The proposed building to be used by the York Road Project will enable the charity to consolidate a number of existing uses into one location ranging from day centre and staff facilities through to accommodation with differing levels of support. The proposed building would provide a day centre, conference suite and staff areas on the lower floors and direct access rooms, long term support accommodation and affordable flats accommodation on the upper floors. All accommodation would be provided in individual rooms with individual washing facilities in accordance with updated government guidance. The proposed York Road Project

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building will assist Woking Borough Council in securing accommodation and support pathways for rough sleepers in Woking.

The landscaping proposals include the pedestrianisation of Goldsworth Road to provide a new area of public realm which will combine pedestrian and cycle circulation with space for spill-out from the ground floor commercial units. Two new squares the 'eastern square' and 'western square' are also proposed with the eastern square providing a connection to the Victoria Square development.

The proposed service road wraps around the west and south elevations of T1, T2 and T3 and will provide access to the service yard and car parking sited on the mezzanine, first and second floors of T1, T2 and T3. The pedestrianisation of Goldsworth Road will retain fire tender access and vehicular access to the existing commercial units located to the north of T3 which are sited outside the application site. A vehicle drop off loop is proposed on Goldsworth Road to the north of T1. Waste and cycle storage is provided within the footprint of all the proposed buildings.

Site Area:	1.15ha (11,500m ²)
Existing units:	0
Proposed units:	929
Existing density:	0dph
Proposed density:	807dph

PLANNING STATUS

- Urban Area
- Woking Town Centre
- Surface Water Flood Risk Area
- Thames Basin Heaths SPA Zone B (400m-5km)
- Adjacent High Density Residential Area
- Adjacent Employment Area
- Adjacent Primary Shopping Area
- Adjacent Proposal Site 5/m (Victoria Square)
- Adjacent Primary Shopping Frontage
- Close proximity to Surrey Minerals Plan - Rail Aggregate Depot

RECOMMENDATION

GRANT planning permission subject to conditions and Section 106 Agreement.

SITE DESCRIPTION

The site area is 1.15ha and comprises No.20-32 Goldsworth Road, the WRAC, 15-29 Goldsworth Road and 8 Church Street West. The railway line is sited to the south of the application site.

Towards the south east of the site, No.20 Goldsworth is a four-storey vacant office building known as Systems House. This building appears to date from the early 1980s and is clad in brown brick and reflective glazing.

No.30 Goldsworth Road sited to the south of the application site is a two storey building which is currently occupied by the York Road Project.

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No.32 Goldsworth Road is sited to the south west of the application site and is the largest of the buildings to be demolished. It comprises a four-storey 'C' shaped 1980s office block with surface and basement parking accessed from Goldsworth Road. This site is known as Phillips Court and is finished in brown brickwork under pitched roofs. The building is currently vacant and secured by hoarding.

To the rear of No.20 Goldsworth Road and parallel to the railway embankment is the WRAC a single-storey working men's club/drinking establishment with a pedestrian access onto Goldsworth Road between Systems House and Bridge House.

No.15-29 Goldsworth Road is a three storey building with a mirrored façade site to the north of Goldsworth Road. The building extends above No.27 and No.29 Goldsworth Road. Vehicular access to the surface car park is from Church Street West. The site was previously occupied by the Job Centre, which is now located in the Woking Borough Council offices. The site is currently leased to the Welcome Church.

To the north west of the site is No.27 and No.29 Goldsworth Road. No.27 is currently vacant with No.29 occupied by a fast food takeaway.

PLANNING HISTORY

PLAN/2020/0120: EIA Scoping Request for up to 975 residential units and homeless shelter across the site ranging between 9 up to 41 storeys in height, up to 2500 m2 of flexible ground floor space, 270 parking spaces, public realm and highway works following the demolition of all existing buildings. Issued 13.03.2020

20 - 32 Goldsworth Road

PLAN/2016/0742: Demolition and clearance of the site and erection of a phased development comprising 560 residential units, 10,582 sqm of offices, 843 sqm of retail and gym use (A1-A4 and D2) with 395 parking spaces, public realm improvements and highway works to Goldsworth Road. Block A to comprise ground plus 34 storeys, Block B comprising ground plus 25 and 20 storeys, and Block C comprising ground plus 17, 14 and 10 storeys. Resolution to grant planning permission at Planning Committee on 18.10.2016

PLAN/2016/0444: Environmental Impact Assessment scoping opinion on redevelopment of 20-32 Goldsworth Road. Issued 19.05.2016

PLAN/2016/0178: Environmental Impact Assessment screening opinion on the redevelopment of 20 - 32 Goldsworth Road. Issued 25.02.2016

PLAN/2016/0031: Use of the existing site at no. 32 as a public car park for a temporary period of up to 18 months (Retrospective). Refused 27.04.2016

PLAN/2015/0841: Temporary change of use of existing Wine Bar at no. 30 into a Training Centre for a two year period. Permitted 21.09.2015

PLAN/2008/1350: Proposed extension and external alterations to existing vacant office building at no. 20 to provide additional B1 office accommodation. Change of Use of existing ground floor to allow occupation by either A1, A2, or A3 uses. Permitted 22.06.2010 – not implemented

PLAN/2007/1298: Proposed extension and external alterations to existing vacant office building at no. 20. Change of use of ground floor to allow occupation by either A1, A2, or A3 uses. Permitted 25.02.2008 – not implemented

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Victoria Square

PLAN/2018/0444: Section 73 application to vary Condition 1 (approved plans) of permission ref: PLAN/2014/0014 (Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre) to allow:

The provision of 37x additional residential units and associated alterations to housing mix, alterations to car parking provision and extension to Red Car Park, provision of additional stairwells to Towers 1 and 2 and alterations to external finishes, various internal and external alterations and alterations to the level of commercial floor space. Permitted 29.03.2019

PLAN/2017/0006: Section 73 application to vary the approved plans of permission ref: PLAN/2014/0014 to allow the erection of new shops (10,355 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (473 sq.m. in Use Classes D1, D2, B1 or A2), 196 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, 390 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red Car Park together with a new Green Car Park to provide 238 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new junction at Goldsworth Road/Victoria Way and High Street to be one way with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit to be re-provided). Permitted 26.01.2018

PLAN/2014/0014: Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (95.5 metres) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys (112 metres) and Tower 2, 30 storeys (100 metres). Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit - to be re-provided). Permitted 26.03.2015

CONSULTATIONS

Environmental Health: No objection subject to conditions

Scientific Officer (Contaminated Land): No objection subject to conditions

Drainage and Flood Risk Engineer: No objection subject to conditions

Waste services: No objection subject to conditions

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Arboricultural Officer: No objection subject to conditions

SCC Archaeologist: No Archaeological Concerns

SCC Senior Planning Officer: Request £2,333,057 to be spent on early years education at Goldsworth Primary School, primary education at Sythwood Primary School and secondary education at Woking High School.

SCC Highways: No objection subject to conditions

SCC Minerals Planning: *'In line with the comments you have received from Day Group, please note that we are maintaining our objection to the balconies on the basis that we do not believe it is acceptable to submit a scheme that will knowingly fail to provide suitable noise mitigation'*

Surrey Wildlife Trust: No objection subject to conditions

Historic England: No objection

Thames Water Development Planning: *'We have no objection to above planning application provided the attached phasing planning is adhered to'.*

Network Rail: *'Network Rail are encouraged to see that progress is being made on the required noise conditions and agree with the suggestions put forward in First Plan's latest comments. Network Rail also continues to support First Plan's objection in relation to the balconies which will be exposed to high levels of noise from Downside Goods Yard if left exposed.'*

As a result, Network Rail agree that all internal and external noise complaints made against the activities of the Downside Goods Yard should be responded to by WBC stating that appropriate mitigation has been provided via alternative amenity space. We feel this response is required safeguard the Downside Goods Yard'.

Environment Agency: No objection subject to conditions

Natural England: *'We therefore consider that the identified impacts on the Thames Basin Heaths SPA can be appropriately mitigated with measures secured via planning conditions or obligations as advised below and withdraw our objection:*

- 1. That the relevant avoidance and mitigation measures for recreational disturbance are secured and that the applicant is complying with the requirements of the Woking Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM));*
- 2. That Woking Borough Council as Competent Authority under the Habitats Regulations has ensured that the results of the Technical Note: Air Quality Assessment dated 5th October and the methods by which it was obtained, are checked and verified so as to confirm there will not be an increase in Nitrogen deposition of 1% or more or 1000 AADT or more and that any necessary planning conditions and obligations required to secure these limitations are attached to any planning permission issued'.*

Thameswey Energy: *'ThamesWey supports this proposal and confirms that we have had pre-planning discussions with the developer EcoWorld regarding the supply of low carbon heat and cooling to the development. The infrastructure to enable the supply of energy to the*

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development referred to in the 'Energy Strategy' and 'Design and Access Statement' submitted as part of this application is currently under construction'.

National grid asset protection team: No comments received

Affinity water: No objection

Civil Aviation Authority: *'The CAA do not have any comments to make on the proposed application. Please note, it is the responsibility of an aerodrome licensee holder to safeguard their property and surrounding airspace and given the height of this build and its location, Fairoaks Airport and Farnborough Airport should be consulted if they have not been already. Given the potential for unusual landing operations, it is also advisable to consult NPAS and London Air Ambulance'.*

NATS Safeguarding: No objection

Fairoaks Airport: *'I am concerned about the effect that this proposed development may have upon flight safety at Fairoaks Airport and upon the accuracy of the Aviation Impact Assessment report which forms part of the application.*

The height of the proposed development will reduce the safety margins which are contained within CAP168 and the Standardised European Rules of the Air and therefore will have a significant on flight operations at Fairoaks.

For the reasons stated above, on behalf of Fairoaks Airport, I object to the proposed development on the grounds of flight safety'.

Heathrow Airport: *'We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development'.*

TAG Farnborough Airport: No comments received

Gatwick Airport: *'The proposed amendments have been examined from an aerodrome safeguarding perspective and do not conflict with safeguarding criteria. We therefore have no objections'.*

MOD Safeguarding: No objection

Association of Air Ambulances: No comments received

National Police Air Service (NPAS): No comments received

National Air traffic services: No comments received

Guildford Borough Council: No comments received

Elmbridge Borough Council: No objection

Runnymede Borough Council: No objection

Surrey Heath Borough Council: No comments received

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

South Western Trains LTD: No comments received

Kempton Carr Croft (LPA's Viability Consultant): The proposal remains unviable for the scheme to provide any additional affordable housing units beyond the 48 shared ownership units currently being offered. However, the Applicant has agreed to provide a Review Mechanism within the Section 106 agreement in order that the profitability of the scheme can be revisited once 75% of the units have been sold/let.

Dixon Searle Partnership (Viability Consultant): The proposal could not provide any additional affordable housing, but does recommend that it might be appropriate to look at more than a single later stage review due to the scale of the development and delivery period.

Housing Services: Agree with the findings of the Council's Viability Consultants.

Surrey Fire and Rescue: Comments received concerning internal layouts. Although pedestrianised, full vehicular access will be required as per Table 15.2 of Approved Document B. (*Officer note: issues surrounding internal layouts and fire safety are addressed under the Building Regulations*)

Surrey Heartlands Clinical Commissioning Group: Request £647,500.00 for primary care and £416,000.00 for acute care.

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

British Transport Police: No objection subject to condition

COMMENTARY

Amended plans and additional/amended supporting information have been received including the following amendments:

- Reduce the height of T3 from 41 storeys to 37 storeys
- Decrease the number of residential units from 965 to 929
- Alterations to BA to facilitate the refuse strategy
- Addition of a wind canopy at the southwest corner of T1
- Reduction in the width of the proposed York Road Project building
- Amendments to the access junction

The proposal has been assessed on the basis of these amended plans and additional information.

REPRESENTATIONS

Some comments have duplications (i.e. an individual has submitted several separate representations) and some comments do not provide originator addresses (which the LPA does not insist upon for any application).

A total of 178x letters of objections have been received (including one from the Oaks and Vale Farm Residents Group) on the initial submission raising the following summarised points:

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Character

- Overdevelopment – another nearly 1,000 flats is not needed in Woking Town Centre
- Lack of family size units – poor dwelling mix
- Have a significant adverse visual impact on the local landscape
- The height would impact significantly on the surrounding environment
- Unattractive design
- Mature tree planting should be used
- The treatment of the service yard to the rear should be the same as the rest of the building
- Too tall
- If we don't curb the height now all future building will be this tall
- The number and height of buildings is excessive
- The land would be better used as low-rise low-density social housing
- Out of character with the area
- Number of units within T1, T2 and T3 exceed those in UA13 within Woking's Site Allocations Development Plan Document
- The height does not provide a transition between Victoria Square and Fire Station
- WBC is seeking to largely exceed the number of residential units planned in the Core Strategy
- Density is too high
- Contrary to Core Strategy policies
- Contrary to DM10
- Contrary to Section 12 of the NPPF
- Victoria Square was supposed to be an aesthetic flagship/focal point for the town centre; this takes attention away from Victoria square
- Out of scale
- Impact on the skyline
- Higher than the 2016 application
- Doesn't blend well with older existing properties
- Height, mass and bulk is disproportionate to the surrounding area
- Woking is a town not a city
- Does not respect or complement the area
- Out of character with nearby houses
- Impact on the SPA
- Concerns have been raised by Guildford Borough Council with regard to the changing skyline in Woking.
- The Council has a 10-year supply of housing land assuming that 180 dwellings are built on the application site. Consequently, there is no pressing need to allow development to take place on the site.
- The peak height should be in the middle of the town centre not the edge
- Is it suitable for wheelchair users?
- This development combined with over development in Woking will exceed the housing target in CS10
- Need for a comprehensive plan for Woking Town Centre
- The separation distances are inadequate

Amenity

- Loss of daylight
- Further 8 years of disruption, noise nuisance and transport disruption while works take place
- Proposed amenity space is inadequate

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- Residential balconies should provide meaningful amenity with appropriate wind speeds
- It will create vast shadows over Woking
- Increase wind tunnel effect in the area
- Overbearing to residents in the town
- Lack of children's play space
- Overlooking
- Loss of privacy
- The flats should comply with the Nationally Described space standard
- Light pollution from the development
- Residents of the development will be impacted from the noise and dust from the Day Yard and railway line
- Impact of the Poole Road CHP Energy Centre chimney emissions on the residents
- Overshadowing
- Increase in crime
- No sports areas

Highways / Transport / Parking

- Increase in traffic moment will conflict with the access to Birchwood Court
- Impact on road and pedestrian safety
- Visibility exiting from a steep ramp [from Birchwood Court] is already limited and if traffic is passing at frequent rates in and out of the new development this creates potential for accident
- Will Woking Railway Station be able to cope with increased capacity
- Increase in traffic
- Increase in road accidents
- Need to upgrade the transport infrastructure – road and rail
- Lack of parking
- Increase parking pressure in the area
- Concerns with the road layout and flow of traffic
- No mention of visitor parking
- Loss of on street disabled parking spaces
- The construction vehicles will damage the roads
- Increase in pollution
- Increase congestion
- Proposed 5 car club spaces is quite low

Infrastructure / Other matters

- Covid-19 has crippled the property market
- Site could be used for an alternative use such as SCC headquarters, low cost housing, medical centre etc
- Is there enough demand for 1,000 flats
- The design needs to better identify how the buildings are designed to allow improvement/adaptation to respond to increasingly unpredictable and extreme weather and our warming climate.
- Security and management of the service yard is required
- Lack of affordable housing
- Concerns over the ventilation strategy
- Lack of infrastructure (schools, hospitals etc) to cope with the increase in residents
- Should provide homes for the homeless not shelters
- The building is not environmentally friendly due to all the additional materials required to stabilise a building of this height

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- Lack of green spaces provided for nearly 1000 units
- Lack of access from the west to south of Woking by car
- Contrary to CS12
- What alternative accommodation is being provided for WRAC
- Tall buildings are expensive to build
- Will the waste treatment plant be able to cope with waste from this development
- There needs to be a 'risk assessment' from 'Fairoaks Operations LTD'
- Commercial viability post-COVID 19
- Should convert office buildings to flats instead
- Impact on biodiversity
- Results in a net loss of commercial floor space
- Fire safety due to the height of the building
- A comprehensive drainage plan is required
- Will the developer pay CIL
- The development will not help Woking meet environmental targets
- Is the development contributing to SAMM and SANG
- Only a limited number of people were notified
- High rise buildings are less sustainable than low rise buildings
- Appears to be a build to rent model

1x neutral letter has been received raising the following point:

- Overall I'd prefer the development not to be as tall as planned. I understand that the main structure will be taller than the buildings currently being built. Otherwise the modernisation and regeneration of the area would seem to be in line with Woking's vision for the future.

A total of 49x (including one from Surrey Hampshire Borders Branch of CAMRA) letters of support have been received on the initial submission raising the following summarised points:

- Benefit the character of the street
- Connect Goldsworth Road area to the town centre
- Redevelop property that is currently an eyesore
- Meets the growing demand for housing
- The architectural proposal is of high quality with some excellent proposed detailing
- The transformation of the town centre has done wonders for Woking
- York Road Project do excellent charity work within Woking and deserve modern up to date facilities.
- Increasing density in the town centre will reduce urban sprawl
- Pedestrianisation and the creation of additional green space in the middle of town are positive
- This new proposal is more holistic and brings far more benefits to the town than the existing scheme and should be judged in that context
- This proposal brings 48 affordable homes against a previous inclusion of none
- Save the Green Belt from development
- Economically benefit the town
- Provide a new building for the WRAC
- Create jobs
- Drive footfall in this part of Woking
- Provides 965 new homes
- Provides car parking
- Help the homeless
- The best use of the site is a car park

Amended plans and additional/amended information submission representations

A total of 39x (including one from the Oaks and Vale Farm Residents Group) letters of objections have been received on the amended plans and additional/amended information raising the following summarised points:

Character

- Lack of family size units
- Should meet local needs as per latest Strategic Housing Market Assessment (SHMA)
- Woking's overview and scrutiny committee report (14 Sep 2020) also identified a significant need for 2 and 3 bed homes at 31% and 20% respectively.
- Density is too high and higher than 2016 scheme
- Too tall
- Loss of trees
- Out of character with the area
- Contrary to Core Strategy policies
- Height, mass and bulk is disproportionate to the surrounding area
- Should accord with Site Allocations DPD
- People don't want to live in flats
- Should have more greenery such as vertical forest
- Same height as the previous scheme, but more storeys
- Overshadow Victoria Square
- Have a negative impact on Woking's townscape
- Current application is larger than the 2016 application
- The proposed buildings are much taller than those permitted under the 2016 application
- More dwellings proposed than the 2016 application
- Overdevelopment
- Scale and mass
- Impact on the skyline
- Impact on views from Guildford
- Too many buildings
- Land would be better used as low-rise low-density social housing to replace some of the perfectly good houses taken down in Sheerwater
- Victoria Square was supposed to be an aesthetic flagship/focal point for the town centre; this takes attention away from Victoria square
- The town plan for all the Towers need to be viewed as a single plan rather than 1 by 1.
- Already a high density of flats in the area
- Need for a Town Centre Area Masterplan

Amenity

- Proposed amenity space is inadequate
- Separation distances contrary to Outlook, Amenity, Privacy and Daylight SPD
- Impact on sun and daylight to the proposal and neighbouring buildings is worse than the previous scheme
- More years of disruption, noise nuisance and transport disruption while works take place
- Increase wind tunnel effect in the area
- Loss of privacy
- Overlooking
- Overbearing
- Overshadowing

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- Flats are too small
- Will not result in a good quality living environment for either new residents or existing ones
- Shortage of amenity space in and around the town centre
- Loss of view
- Loss of daylight to surrounding properties
- Impact on noise from railway
- Impact of noise from construction
- Noise and dust from the railway and aggregates yard
- Roof gardens are windy and unsafe

Highways / Transport / Parking

- Will Woking Railway Station be able to cope with increased capacity – trains are already at over capacity
- Lack of parking
- Increase in traffic
- Increase parking pressure in the area
- The existing road infrastructure already struggles to cope with the existing traffic
- The 2016 application had more parking, but less flats
- Closure of Goldsworth Road will reduce passing trade for businesses
- Closure of Goldsworth Road will increase travel time
- Inadequate roads for collecting waste
- Highway safety
- The proposal and project to widen Victoria Bridge will disrupt traffic flow
- Insufficient parking for servicing and maintenance

Infrastructure / Other matters

- Lack of affordable housing
- Lack of infrastructure (schools, hospitals etc) to cope with the increase in residents
- Concern over fire safety
- Is there enough demand for these flats
- High rise buildings are less sustainable than low rise buildings
- Concern over the financial viability
- Increase in crime
- This development is a major thoroughfare for people coming/going to the station late at night
- I don't think this development has been tested against long term population growth or decline predictions both nationally and in this area
- People are avoiding Woking due to construction disruption
- Should see how successful Victoria Square is before this development goes ahead
- Impact on ecology
- Impact on flooding
- This proposed development would appear to give the developer a built-in profit of around 20% of cost.
- Will the commercial units be occupied

A total of 4x letters of support have been received on the amended plans and additional/amended information raising the following summarised points:

- Provide Woking with a much needed bespoke facility for York Road Project who support and house the homeless of our town
- It will regenerate this area of the town
- Compliment the Victoria Square development

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- Very impressive addition to the Woking Skyline
- The town will benefit from a green pedestrianised street
- Will give much needed TLC to an area of Woking which has been somewhat neglected in the past
- Includes a variety of residential accommodation
- Includes chargers for electric cars
- The inclusion of shops and cafes will make it a sociable place
- Will provide jobs
- Continues the regeneration and improvement of Woking town centre
- Provides new homes without expanding the footprint of the town into the surrounding countryside.

A total of 4 x letters have been received from Day Group Ltd (the operators of the rail aggregates depot). The comments from the latest letter are summarised below.

- *'We note the applicant's confirmation that they will accept proposed Noise Condition 1 as detailed in the WBM Technical Note (TN) dated 11 November 2020'.*
- *'We welcome the applicant's confirmation that they will accept proposed Noise Condition 2 as detailed in the WBM Technical Note. We note this is on the basis that the minimum 5/maximum 10 units to be tested will be located within Building T1. This is agreed as per the full condition with updated wording provided by Charlotte's email of the 30 November'.*
- *'We note the applicant has confirmed they are happy in principle to agree to a further condition that seeks agreement on the ventilation and heating strategy. Again this is welcomed. If you are minded to recommend the application for approval, Day Group, similarly to the applicant, reserve the opportunity to review specific wording to ensure it puts the appropriate safeguards in place'.*
- *'Day Group's position remains that in designing a scheme where a significant number of balconies will be exposed to high levels of noise from Downside Goods Yard at levels which could well lead to complaints is hugely dissatisfactory. This is both in terms of amenity considerations with regard to future occupants and the potential to prejudice the future operation of the Goods Yard. It is entirely appropriate for a development of this type in close proximity to an identified noise source such as the Goods Yard to be subject to a condition for testing external noise levels on balconies. Indeed WBC proposed such a condition for the New Central Development. The failing here is that quite clearly (and the applicant does not dispute this) that appropriate noise levels on the balconies cannot be met by the currently proposed design. The applicant states that they cannot do anything further at this stage to further mitigate noise levels on the balconies. On that basis Day Group continue to maintain their objection to the proposals'.*

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 5 - Delivering a sufficient supply of homes

Section 6 - Building a strong, competitive economy

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

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

Section 15 - Conserving and enhancing the natural environment

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Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012)

- CS1 - A spatial strategy for Woking Borough
- CS2 - Woking Town Centre
- CS7 - Biodiversity and nature conservation
- CS8 - Thames Basin Heaths Special Protection Areas
- CS9 - Flooding and water management
- CS10 - Housing provision and distribution
- CS11 - Housing mix
- CS12 - Affordable housing
- CS15 - Sustainable economic development
- CS16 - Infrastructure delivery
- CS17 - Open space, green infrastructure, sport and recreation
- CS18 - Transport and accessibility
- CS19 - Social and community infrastructure
- CS20 - Heritage and conservation
- CS21 - Design
- CS22 - Sustainable construction
- CS23 - Renewable and low carbon energy generation
- CS24 - Woking's landscape and townscape
- CS25 - Presumption in favour of sustainable development

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

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

South East Plan (2009) (saved policy)

- NRM6 - Thames Basin Heath Special Protection Areas

Supplementary Planning Documents (SPD's)

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

Supplementary Planning Guidance (SPG)

- Heritage of Woking (2000)

Surrey Minerals Plan Core Strategy Development Plan Document (2011)

- MC1 - Spatial strategy - location of mineral development in Surrey
- MC6 - Safeguarding mineral resources and development
- MC16 - Rail aggregate depots

Other Material Considerations

- Planning Practice Guidance (PPG)

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

PLANNING ISSUES

Principle of Development:

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

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

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

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

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4. Policy CS10 of the Woking Core Strategy (2012) sets out an indicative density range in excess of 200 dph within Woking Town Centre, although the density ranges set out are indicative and will depend on the nature of the site and that higher densities will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of the area would not be compromised. The reasoned justification text to Policy CS10 sets out that Woking Town Centre is one of the broad locations for long-term residential development in accordance with the overall spatial approach of the Woking Core Strategy (2012), helping to minimise the impact on important biodiversity and landscape features and offers the greatest scope to reduce the need to travel by private vehicle because of the proximity to existing services, jobs and public transport. Furthermore, the use of Woking Town Centre sites will help minimise the amount of land that will be needed to be released from the Green Belt to meet housing need.
5. The draft Site Allocations Development Plan Document (DPD) (November 2018) can be given substantive weight as it has been published for Regulation 19 consultation, has been submitted to the Secretary of State and has been subject to Public Examination. An additional public consultation has recently been undertaken on the proposed main modifications to the Site Allocations (DPD). The purpose of the Site Allocations DPD is to allocate land for a range of uses to deliver the spatial vision, objectives and development requirements of the Core Strategy.
6. The proposed site falls within the Site Allocations DPD with the application site split across three proposal sites – ref: UA11 (1-7 Victoria Way and 1-29 Goldsworth Road), UA12 (Synergy House, 8 Church Street West) and UA13 (30-32 Goldsworth Road, Woking Railway and Athletic Club, Systems House and Bridge House, Goldsworth Road).
7. Building BA would be located within part of UA11 which is allocated for mixed use to comprise of retail, office and residential development including Affordable Housing. The DPD expects at least 55 dwellings, 1200 sqm office floorspace (3000 sqm gross), and retail floorspace to be accommodated on the site. The reasoned justification for the site states *'with the development of the proposed Victoria Square scheme, the site will be considered to be within a transition area between the approved high density Victoria Square Development and the edge of Town Centre buildings along Goldsworth Road. There is therefore an opportunity to intensify the use of the site to reflect this transition in building heights. Due to the existing mixed use development on the site, the principle of a mixed use is acceptable'*.
8. The York Road Project would be located within UA12 which is allocated for office development and expected to provide at least 900 sqm office floorspace (1000 sqm gross). The reasoned justification for the site states *'there is opportunity to redevelop the site to maximise the efficiency of the land. It is important that the development complements that of other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre.'*
9. Buildings T1, T2 and T3 would be located within part of UA13 which is allocated for mixed use to comprise of residential, office and retail development. The DPD expects at least 125 dwellings, 1500 sqm additional office floorspace (10,000 sqm gross) and retail floorspace. The DPD states *'there is in principle support to grant planning permission for a mixed use redevelopment of the site, subject to a S106 Agreement being agreed. This proposal would see permission of 560 dwellings'*. The DPD also advises the relocation of the existing community floorspace should be sought. The reasoned justification for the site states *'it is important that the development complements that of*

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other Western Approach allocated sites, to ensure effective integration and sustainable development of the entire area and to maximise the benefits of developing this prominent area of the Town Centre’.

10. The DPD acknowledges the development of UA11, UA12 and UA13 would have a regenerative effect in the vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds.
11. On 18.10.2016 the Council resolved to granted planning permission (planning application: PLAN/2016/0742) on part of the application site to the south of Goldsworth Road for 560 residential units, 10,582 sqm of office space and 843 sqm of commercial and gym space (A1-A4 and D2). The principle of mixed use development on the site has therefore been established.
12. There is therefore a strong planning policy presumption in favour of high density, high quality, mixed use developments in Woking Town Centre. The existing site currently includes a variety of uses including Offices (Use class B1), Woking Railway Athletic Club (WRAC) (Use class A4) and centre used by the York Road Project which are outlined in Figure 1 below.

Figure 1 - Existing Uses	Floor Space (GIA)
Financial and Professional Services - Use Class A2	1,303.5 m2
Restaurants and Cafes Use - Class A3	66.6 m2
Drinking Establishment - Use Class A4	356 m2
Hot Food Takeaways - Class A5	66.4 m2
Office (Use Class B1a)	5,555 m2
Non-Residential Institutions (Use Class D1)	478 m2
Total	7,825.5 m2

Drinking establishments

13. The centre used by the York Road Project (No.30 Goldsworth Road) was granted a two year temporary permission under planning application PLAN/2015/0841 on 21.09.2015 for a change of use from a Wine Bar (Use Class A4) to a Training Centre (Use Class D1). Condition 01 of PLAN/2015/0841 required the use of the building to revert back to its last use (Class A4) following the permission ceasing, however the building has remained in use as a training centre and occupied by the York Road Project.

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14. Policy CS2 of the Woking Core Strategy (2012) establishes the town centre as the preferred location for 'town centre uses' which include cultural and entertainment facilities and states that '*The loss of existing cultural and entertainment facilities within the town centre will be resisted, unless there is no demand for such facilities or demand can be met from alternative provision within the town centre either through new or co-located facilities*'. 366.73 sqm of A4 floorspace is proposed to accommodate the re-provision of the WRAC, there is a gain of 10.73sqm of dedicated A4 floorspace in the overall scheme.

Figure 2 - Proposed Uses	Floor Space (GIA)
Woking Railway Athletic Club (Use Class A4)	366.73 m2
York Road Project (Sui Generis)	1,727.66 m2
Commercial Uses – Retail/Financial and Professional Services/Restaurants and Cafes/Drinking Establishment/Business/Non-Residential Institutions/ Assembly and Leisure) (Use Classes A1/A2/ A3/A4/B1/D1/D2)	2,710.13 m2
Residential (Use Class C3)	84,234.2 m2
Total	89,038.72 m2

Offices:

15. The application form advises that 5,555sqm of existing B1(a) floorspace is proposed for demolition. The proposal does not include any dedicated B1(a) floorspace, but instead will provide 2,710.13 sqm of A1-A4, B1a and D1-D2 floorspace across the ground and mezzanine floors of Buildings T1, T2, T3 and BA. The application site encompasses site allocations UA12 and UA13 in their entirety and part of UA11 which all require office floor space to be provided. The applicant has advised a number of the existing buildings across the Site have been used as offices (predominantly Use Class B1a but Use Class A2 in the case of the Job Centre) but are no longer suitable for the market, being too large, outdated and in poor condition and therefore no longer contributing meaningfully to the overall long term employment offer, or the regeneration of Woking town centre. The only office building currently in office use is Synergy House, Church Street West.
16. The Employment Land Review has noted Systems House, Goldsworth Road as being obsolete and not fit for purpose. Although the review noted that the building 'is not capable of occupation', there was at the time outstanding planning permission (PLAN/2007/1298 and PLAN/2008/1350) to redevelop the site and create approximately 1,400 sq.m. of net additional B1 floorspace. This planning permission has not been implemented, has now expired and the building remains in poor condition. No.32 Goldsworth Road (Philips Court) is noted as being Grade B (good) offices set within a 'distinctive building'. At the time Philips Court was occupied, however the site is now vacant. Synergy House, Church Street West is noted as Grade C (poor) basis office accommodation. The proposal would not result in the loss of any high quality Grade A

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office floorspace. The redevelopment of the application site would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of the Town Centre and its surrounds. The applicant has advised that the proposed extensive commercial ground floorspace (flexible use classes – including office use) will provide the town centre with a much needed offering for independent businesses as advocated by Policy CS15 with the option of a variety of unit sizes that could contribute towards providing significant employment for local people and provide across a variety of sectors.

17. A Woking Office Review submitted with the application has noted that due to the age of the existing buildings on the site a comprehensive refurbishment is required, this will require a “Back to Shell” type refurbishment which will require substantial capital expenditure and New Grade A office supply in Woking is significant, totalling circa 360,000 sq.ft..
18. It is noted that if the planning application had been submitted after 1 September 2020, a number of the use classes referred to in the application would have been subsumed into new Use Class E as part of the amendment to the Use Class Order. If a building is under use falling within Class A1 (shops), A2 (financial and professional services), A3 (restaurants and cafés) or B1 (business) then it will be treated as though it is being used for a purpose specified in the new Class E. Change of use to another use within Class E is now allowed without the need for planning permission. This flexible approach introduced by the government aims to promote the vitality and viability to the town centre by allowing more diversification in such locations. No longer would the existing buildings require planning permission from their current use to those now falling within Class E.
19. Policy CS2 of the Woking Core Strategy (2012) establishes Woking Town Centre as the primary focus for economic development in the borough and requires development to contribute towards the functionality of the centre and to add to its attractiveness and competitiveness. The general thrust of policy CS2 is to preserve the vitality and viability of the Town Centre as the commercial hub of the Borough.
20. Although the proposal would not provide any dedicated office space the proposal would provide 2,710.13 sqm of A1-A4, B1a and D1-D2 floorspace which would enable the floorspace to be used for office use. The regenerative effect of the proposed development is considered a significant public benefit which outweighs the conflict with the Development Plan. The variety of uses would provide flexibility and contribute positively to the vitality and viability of the area and the wider Town Centre. The WRAC and York Road Project would also be re-provided within the development.

Retail:

21. Draft policies UA11 and UA13 of the Site Allocations DPD also require retail among the proposed mix of uses. However, they are not prescriptive about the required floorspace. This is a purposive element of Site Allocations DPD. As the Retail Topic Paper (2019) clarifies:

‘The [Site Allocations] DPD does not set expected qualities of retail floorspace within its policies, meaning that the Council can continue to take a flexible approach to delivery and respond to the market...In this way, the Site Allocations DPD can respond to a dynamic retail sector, and take advantage of growth areas, such as restaurants and leisure uses.’

22. In this regard, the retail elements of the proposals, which are envisaged as part of a flexible mix of uses, cohere with the broad strategy of the draft Site Allocations DPD and accord with draft policies UA11 and UA13 in particular.

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23. It is further noted that among the key requirements for draft Policy UA11 is that *'development should consider complementing the retail choice on offer within the adjacent Primary Shopping Area with opportunities for independent businesses.'* This is reflected in the proposals which specify that the flexible commercial uses are *'intended to complement and broaden the existing town centre offer whilst providing a point of difference'* and *'will provide the town centre with a much needed offering for independent businesses'*.
24. Although the quantitative contribution that the scheme will make to retail floorspace in the Borough is presently unknown, in qualitative terms it makes a positive contribution to the retail-related aims of the draft Site Allocations DPD.
25. It is important to recognise that were the application submitted after 1 September 2020, use classes A1-A3 would have subsumed into the E use class. In such a circumstance, the provision of retail floorspace would be considered more generally in terms of this new E use class.

Summary:

26. The proposed development would re-provide facilities for the WRAC and YRP. The proposed building to be used by the YRP will enable the charity to consolidate a number of existing uses into one location ranging from day centre and staff facilities through to accommodation with differing levels of support. This will assist Woking Borough Council in securing accommodation and support pathways for rough sleepers. Whilst dedicated floorspace would not be re-provided for the office floorspace to be lost, the regenerative effect of the proposed development is considered a significant public benefit which outweighs the conflict with the Development Plan discussed above.
27. Whilst the proposal would not fully accord with the requirements set out in the draft Site Allocations DPD, as discussed above the proposal is providing commercial floorspace at ground floor for Use Classes A1-A4, B1a and D1-D2 which would provide flexibility and the proposal is considered consistent with the aims of the DPD in providing a mixed use development which better utilises the proposal site and results in a regenerative effect on this part of the Town Centre.
28. Overall the proposal is considered consistent with the aims of the Development Plan and the aspirations of Woking Town Centre and the proposal is considered acceptable in principle in land use terms.

Character and Design:

Policy Context:

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

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31. Policy CS21 of the Woking Core Strategy (2012) states that tall buildings can be supported in the town centre where they are well designed and can be justified within their context requires development proposals to *'respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land'*.
32. Section 12 of the NPPF (2019) states that *'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions'* and requires development proposals to *'add to the overall quality of the area'*, to be *'visually attractive as a result of good architecture...'*, to be *'sympathetic to local character and history, including the surrounding built environment...'* and *'establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit'*.
33. Supplementary Planning Document 'Woking Design' (2015) establishes that the criteria against which tall buildings will be considered as set out below:
 - '1. a formalised design review process during the evolution of the scheme;*
 - 2. Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;*
 - 3. heritage assets that might be affected by the proposal;*
 - 4. Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and*
 - 5. Pay particular attention to the environment created the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces'*
34. The proposal has been subject to extensive pre-application discussions and was subject to three Design Review Panels chaired by Design South East. The latest design review panel states *'The panel commend the applicant and design teams on their thorough presentation and efforts in progressing the proposal through a series of design reviews in such an exemplary manner. Since the previous review the overall proposal has significantly improved; the concept and design strategy are sound, and the proposal now requires refinement of particular elevational design elements and architectural details. The panel is confident the design team will successfully resolve these to deliver a well-considered addition to Woking Town Centre'*. The submitted planning application has incorporated the key recommendations from the latest design review panel.
35. There is a resolution to grant planning permission (ref: PLAN/2016/0742) for a phased development within part of the site at 20-32 Goldsworth Road in 3 blocks comprising 35 and 31 storeys, 26 and 20 storeys and 18, 15 and 11 storeys. To date the legal agreement has never been signed.

Height:

36. Policies CS1 and CS21 of the Woking Core Strategy (2012) set out that tall buildings can be considered acceptable in Woking Town Centre where they are of high design quality and appropriate to their context.
37. The proposal includes a 37 storey tower (T3) in the south east section of the site with the height stepping down towards the west of the site with T1 ranging in height from a

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minimum of 12 storeys to a maximum of 21 storeys. The height of T1 and T2 also steps down from the south adjacent to the railway line to the north adjacent to Goldsworth Road. The use of this stepped down approach has been established under the 2016 resolution to grant scheme where the towers stepped down from east to west and south to north.

38. There is an emerging character in Woking Town Centre for high density developments and tall buildings established by the Victoria Square development which is currently under construction and includes towers of 34, 30 and 23 storeys (PLAN/2014/0014) and planning application PLAN/2016/0742 at 30-32 Goldsworth Road which has resolution to grant planning permission included 35 and 31 storey towers. Woking Town Centre is generally characterised by a modern and varied townscape. Other existing tall buildings in the west and south-west of Woking Town Centre include the New Central development at 21 storeys, the 'Centrium' development at 16 storeys and Export House at 17 storeys.
39. The proposed 37 storey tower (T3) would be 116.5m, the same height as the 35 storey tower in the 2016 resolution to grant scheme. The height of the proposed buildings has been chosen to reflect the 2016 resolution to grant scheme and complete the western cluster of tall buildings with Victoria Square (currently under construction) and The Gateway (Woking Borough Council and Coplan have signed an agreement to develop the site, a planning application has not been submitted to date). Tables 1, 2 and 3 below provide further details of the storeys and heights of the proposed development, 2016 resolution to grant scheme and Victoria Square development. The reduction in height from the east to west has been designed to recognise the transition between the high-rise town centre developments and medium-rise developments of Goldsworth Road (generally 3-7 storeys). The proposed height of T3, is significant but not at odds with the emerging Town Centre context and no higher than the 2016 resolution to grant scheme on the same site.
40. The principle of a building of a 37 storey building in this location can therefore be considered acceptable in principle subject to the detailed design of the building and its relationship with its surroundings.

Proposed development			
Building	Storeys	Height (m)	Height (AOD)*
T1	12	46m	+77.475m
	16	56m	+87.500m
	21	69m	+100.500m
T2	20	70.5m	+102.150m
	29	93m	+124.650m
T3	37	116.5m	+147.825m
BA	29	92m	+123.320m
BB	9	32.5m	+63.185m
Table 1 - height of the proposed development			

Victoria Square			
Building	Storeys	Height (m)	Height (AOD)*
Tower 1	34	109m	+141.400m
Tower 2	30	91m	+129.400m
Hotel	23	95m	+126.700m
Table 2 – height of Victoria Square development permitted under PLAN/2014/0014			

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30-32 Goldsworth Road (PLAN/2016/0742)			
Building	Storeys	Height (m)	Height (AOD)*
Block A	35	116.5m	+147.825m
	31	103.5m	+135.325m
Block B	25	88m	+104.075m
	21	72.5m	+119.700m
Block C	18	63m	+94.700m
	11	50m	+80.700m
	9	41.5m	+72.700m

Table 3 – height of 2016 resolution to grant scheme ref: PLAN/2016/0742

*Heights are taken from a single point above Ordnance Datum allowing the relative heights of the building to be assessed taking account of the topography of the land on which they are situated. The actual height of the building from the ground level on which it is built is different from the height above ordnance datum.

Townscape and Visual Impact:

41. The planning application is accompanied by a Heritage, Townscape and Visual Impact Assessment which assesses the impact on key viewpoints in Woking and surrounding areas both in isolation and cumulatively with other tall building proposals and is informed by Actual Visual Representations of the proposed development. The assessment assesses the townscape value of different areas, the susceptibility to change of these areas (categorised as high, medium or low) and the magnitude of impact the proposed development would have on townscape character (categorised as high, medium, low or negligible). A similar assessment and methodology is applied to assess the visual impact on different views. The overall significance of townscape and visual effects are categorised as being positive, negative or negligible. The assessment includes 25x viewpoints around Woking, including long-distance views from Knaphill, Chobham Common, Sutton Green and Guildford.
42. The assessment concludes that the proposal will have a negligible effect on heritage receptors and negligible to moderate/major positive impact on townscape character.
43. A key view would be from Goldsworth Road facing eastwards along Goldsworth Road. The buildings within the application site have been designed as a group. T1 and T2 graduate up towards T3 and BA which form a focal point. The oriel windows to the top of T1 and T2 provides differentiation and character to these buildings whilst T3 and BA will frame Goldsworth Road and the view east towards the town centre. The variation in architectural appearance between T1 and T2 and T3 and BA helps create interest on the skyline, whilst giving due prominence to T3 and emphasising its slender proportions. The assessment concludes a moderate to major positive townscape and visual impact when considered both singularly and cumulatively.
44. Another key approach would be from Victoria Way towards the south. The proposed development would be perceptible to the south along this key route into Woking town centre from the north. There are limited tall buildings within the view. Particular consideration has been given to the scale of development and the existing development to the west of the site. T3 and BA would be clearly visible, but have been designed with a recognisable and distinctive appearance to mark the site which sits at a point of townscape importance. The assessment concludes a moderate to major positive townscape and visual impact when considered both singularly and cumulatively.

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45. A key view would be from High Street adjacent to the Victoria Square development located to the east of the site looking west across Victoria Way. The proposed development is readily perceptible in this approach view towards the site from the east. T3 and BA would be clearly visible from this view and would frame Goldsworth Road, but have been designed as distinct from all perspectives, including the approach view from the east. The final form and appearance is recognisable and distinctive, which helps to mark the site, which sits at a point of townscape importance. The proposal includes a new area of public realm along Goldsworth Road which includes hard and soft landscaping which has been designed holistically with the surrounding buildings. The assessment concludes a moderate positive townscape and visual impact when considered both singularly and cumulatively.
46. Another key approach view is from Guildford Road towards Woking town centre from the south. The proposed T3 tower is perceptible in this view, with other parts of the development obscured by existing development. The articulation and extrusion of the top part of T3 provides an elegant design on the skyline. The assessment concludes a moderate positive townscape and visual impact when considered both singularly and cumulatively.
47. Church Hill/Lych Way junction is another key viewpoint towards the south of the town centre. The viewpoint is in the Waldens Park Road Conservation Area with St Mary's Church (Grade II Listed Building) sited to the north of the viewpoint. The proposed development would be viewed in the context of the Victoria Square development and further tall buildings to the south of the town centre at New Central, Centrium and Export House. The assessment concludes a minor positive to negligible townscape and visual impact when considered both singularly and cumulatively.
48. Longer distance views have also been assessed as part of the submitted Heritage, Townscape and Visual Impact; namely from Waterer's Rise in Knaphill, Chobham Common, Sutton Green, the Hog's Back in Guildford and Bright Hill in Guildford.
49. The proposed form of development would be visible however the architectural detailing of the proposals would not be readily perceptible. The proposal would be primarily seen in conjunction with the nearby Victoria Square development. The scale, form and arrangement of the proposals would complement and consolidate the existing skyline cluster composition. From Chobham Common building T3 would be seen above the ridge line in the backdrop, similar to the context established by the Victoria Square development. Due to the clear skyline backdrop the two buildings would have greater prominence and the pair of buildings would form a townscape marker for Woking town centre. Overall, the long distance views would have a minor positive, minor positive to negligible or negligible impact on long-distance views.
50. The assessment concludes the proposal will give rise to effects ranging from negligible to moderate/major positive townscape and visual impact and demonstrates the proposals would not give rise to any unacceptable impacts to heritage, townscape or visual receptors. On the whole, the proposed development would demonstrably improve the appearance, character and function of the townscape. Significant effects are found to the character, appearance and function of Woking town centre in particular, which will see a high magnitude of impact and transformative change. Across longer distances, the proposed development is seen in conjunction with the nearby Victoria Square development and further tall buildings to the south of the railway. The proposals thus reinforces and complements the wider skyline by virtue of tapering the western side of the cluster.

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51. Overall the height and scale of the proposed development is considered consistent with the emerging character of Woking Town Centre and will complete the western cluster of tall buildings with Victoria Square. The proposal would add a new feature to the townscape and skyline of Woking and would contribute towards a skyline of varied building heights which is considered to add visual interest and variation to the townscape locally and to the skyline, including from key long-distance views.

Design, Bulk and Massing:

52. The proposed development would comprise five principal buildings T1, T2 and T3 on the south side of Goldsworth Road connected by a podium, building BA on the north side of Goldsworth Road and building BB on the south side of Church Street West.
53. The three storey podium connecting T1, T2 and T3 would run perpendicular to the railway line to the south. The podium would have a maximum width of approximately 116m and maximum depth of approximately 67m to the west of the site decreasing to approximately 5.75m to the east of the site adjacent to Victoria Way. T1 sited to the west of the site has been split into three towers comprising 12, 16 and 21 storeys with a maximum depth of approximately 67m and width of approximately 18.25m. The 12 and 21 storey towers would be finished in yellow brick with depths of approximately 18m and 32.5m. The middle 16 storey tower would be approximately 16.5m deep and stepped in and finished in red brick to reduce the perceived mass.
54. T2 would be split into two towers comprising 20 and 29 storeys with depths of approximately 17m and 35m and width of approximately 18.25m. The 20 storey tower would finish in yellow brick and stepped in with the 29 storey tower finished in red brick. Brick has been chosen to reflect the surrounding residential areas and is considered a high quality material choice which would give a contemporary appearance whilst reflecting the prevalence of brick in Woking Town Centre.
55. T1 and T2 (The Foothills) have been designed to transition between the medium-rise developments of Goldsworth Road and the taller buildings at T3, BA and Victoria Square. T1 and T2 have a linear block typology that step up in height towards the railway sited to the south of the site. The 16 storey building in T1 and 20 storey building in T2 have been stepped in to break down the buildings into distinct elements to reduce the mass and bulk when viewed from the west.
56. T1 and T2 have a simple repeating grid with 2 storey groupings of bays. Within each grouping a concrete cladding panel sits between floors as a secondary horizontal element that references back to T3 and BA and supports the 2 storey reading of the elevations. Within T1 the 2 storey grouping at the 16 storey central building is offset from the adjoining 12 and 21 storey buildings. This serves to disrupt the reading of the concrete horizontal along the full length of the building so that each volume is clearly distinguished. It also ensures a 2 bay grouping to the top of the two lower blocks so that it is only the tops of the tallest element of T1 and T2 capped with a grouping of 3 storeys. This gives an increased verticality and lightness to the tops of the buildings.
57. The frame of the 12 storey T1 building and 20 storey T2 building continues beyond roof level to create a brick frame that encompasses the communal roof gardens. The height of the frame is slightly higher than the 2-storey bays below to give an increased verticality to the top of the buildings. The top of the 21 storey T1 building and 29 storey T2 building feature three storey oriel windows. Between the oriel windows black enamelled glass is used in place of concrete cladding panels to further accentuate the grid of the facade and give a lighter building top. T1 and T2 also include contemporary concrete infill panels within the 2 storey bays to add details and visual interest. T1 and T2 have been designed to sit forward of the main podium and T3. The change of alignment allows for

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the introduction of colonnades that provide areas of shelter and these mark the residential entrances into the buildings.

58. T3 would be sited to the east of the site with a maximum width of approximately 35m and maximum depth of approximately 31m decreasing to approximately 6m to the east of the site adjacent to Victoria Way. BA would be sited to the north of Goldsworth Road with a maximum width of approximately 37.5m and maximum depth of approximately 25.5m decreasing to approximately 11m.
59. T3 and BA also referred to as the Geodes have a similar form and appearance with both buildings having a stepped façade fronting Goldsworth Road. The outer façades of the buildings are expressed with a strong vertical emphasis as they will typically be viewed from further away while the inner facades have a clear horizontal reading. The outer façade has a slender concrete frame with inner elevations fully glazed with a system of windows and black enamelled glass. The outer façade of T3 would have 2 storey groupings with a vertical emphasis expressed through the pier width which exceeds that of the horizontal bands and also the subtle use of shadow gaps in the cladding. This is reinforced in the south elevation through stacks of inset balconies that provide additional depth to the façade. The inner façade of T3 has a horizontal reading expressed through the continuous bands at each floor and the 2-storey grouping is retained through an increased projection to the profile on alternating floors, casting deeper shadows to the band. At the top of T3 is a residents lounge and external roof garden which would be sheltered behind a full height screen that continues the bay elevations for a grouping of three at the top of T3. The outer façade of BA follows the same principles established by T3 but with a variation in bay widths and brick colour. BA also includes a three storey element finished in red brick to the west side of the main building.
60. BB which will be occupied by The York Road project fronts Church Street West. The building would be approximately 11m wide adjacent to Church Street West and approximately 20.5m deep and be finished in a red brick with grey/olive metal used a secondary material to add a layer of detail to balconies and windows.

Active Frontages:

61. The current buildings within the application site fronting Goldsworth Road have large blank and inactive façades. The proposed development would include active frontages on the north elevation of the podium connecting T1, T2 and T3 and south elevation of BA which front Goldsworth Road through the provision of shopfronts serving the proposed commercial units and residential entrances serving the flats on the upper floors.
62. The west elevation of T1 adjacent to the access road to the rear of T1, T2 and T3 would provide the entrance to the WRAC. The proposed car parking, refuse stores, cycle stores and plant are located within the ground, mezzanine, first and second floors of the podium. These facilities have been largely concealed from the public realm within the south side of the building adjacent to the railway embankment and set behind the residential, commercial and circulation spaces and consequently do not detract from the active frontages designed into the scheme.
63. BA would have minimal inactive façades fronting Goldsworth Road with the plant, refuse storage and cycle storage mainly sited to the north of the building and in the first and second floors.
64. The Goldsworth Road elevation has been clearly articulated to distinguish between the different buildings and their key elements. T1 and T2 clearly come to ground on the street and are interconnected by the podium in a darker red brick. The podium element

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itself is regularly sub-divided to express a regular plot width to reflect narrow terraces of buildings. This feature is repeated leading to T3 which again connects clearly with the ground in a contrasting material that signifies the residential entrance. The rest of the ground floor uses which are commercial are a glazed facade, providing further variety and a clear definition of plots and uses.

65. The south elevation would be orientated towards the railway. The double height grouping of openings at ground floor established by the commercial units on Goldsworth Road is continued throughout the façade with louvred panels organising areas of plant and ancillary services.
66. Centrally located at the base of the south elevation of T2 is the main cycle hub with a highly glazed façade. The proposed car parking frontages on first and second floors across the podium would continue the 2-storey bay groupings and concrete lintel from T1 and T2 leaving large framed openings to allow in light and allow natural ventilation. At podium level a full height screen shelters the amenity space from the railway and prevailing winds, screened in ivy to blend into the new podium planting.
67. The residential entrances to T1, T2, T3 and BA are all from Goldsworth Road. T2 would have a 'super lobby' housing the concierge and areas of residential amenity. The residential entrances to T3 and BA are recessed back from Goldsworth Road but open to the east towards the town centre with projecting canopies hung from the face of the building above the entrance. T1 and T2 have been designed to sit forward of the main podium and T3 and from open colonnades onto Goldsworth Road. The same projecting canopies used for T3 and BA entrances are also used here.

Layout, Public Realm and Landscaping:

68. The proposal includes landscaping at ground floor, podium and roof level and pedestrianising a section of Goldsworth Road known as the green street. The new pedestrian street includes two new squares the 'eastern square' adjacent to Victoria Way and the 'western square' to the south of BA. The landscape masterplan has been designed with consideration for proposed highways improvements coming forward as part of the HIF bridge widening scheme.
69. The eastern square includes a tilted lawn which would be flush along its eastern edge with the raised edge providing additional seating. A raised planter provides a buffer to Victoria Way helping to enclose the space and reduce noise and pollution. Space for spill-out from ground floor commercial uses is provided around the base of T3 and adjacent to existing commercial units to the north allowing the building uses to activate the edges of the square. The western square is located within the centre of the development and provides informal play space.
70. The green street incorporates hard and soft landscaping including 45 new street trees and rain gardens with the plans indicatively showing high quality hard landscaping which is similar in appearance to the public realm along Commercial Way and proposed public realm within Victoria Square. The green street would be animated by the ground floor commercial units and residential entrances fronting the space. The proposal presents an opportunity for restaurant/café uses with external seating areas which would provide further animation and vibrancy to this space.
71. The proposal would combine pedestrian and cycle circulation and the primary circulation to the town centre will align to the new crossing over Victoria Way and continue along the southern side of the pedestrianised street. The north south routes across the street are aligned to residential entrances with soft landscaping around the entrances.

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72. Vehicular movement is limited to the western end of the pedestrianised street. A vehicle turning loop is provided to allow taxis and small delivery vehicles to enter the site, drop-off and leave via Goldsworth Road west rather than continuing along the street to Victoria Way. This also provides for access into the existing office building car park and refuse collection from BA. The vehicular turning loop would have a shared surface character with street trees and rain garden to maintain the green character of the street. The service access road runs along the western edge of the site allowing access into the car park and then continues along the southern edge to the main service bay. This will be used for servicing, refuse collection, commercial deliveries and large residential deliveries to T1, T2 and T3. The existing delivery and servicing access to existing units on the north of Goldsworth Road will be maintained along with fire tender access.
73. The proposal includes integrated planters within the north façade of the podium fronting the green street and raised planters with trailing plants on the podium level. The planters within the north façade will assist in screening the car park façade.
74. Podium courtyard gardens are provided for residents above the car park with internal amenity space provided within single storey buildings sited to the north of the podium level. Primary circulation on the podium level is provided by an internal walkway running east to west within the Lantern Buildings. The podiums include an outdoor studio, play space and sensory garden for residents to use.
75. Roof terraces are proposed on the tops of T1, T2, T3 and BB (occupied by the York Road Project). The terrace includes both hard and soft landscaping and are able to accommodate events and functions.
76. In accessible roofs provide space for brown and green roofs helping to further enhance site ecology and biodiversity.
77. The proposed new green street is considered to complement and enhance the public realm in Woking Town Centre and Victoria Square and is considered consistent with the aims of the aspirations of the Development Plan for Woking Town Centre. The proposal incorporates tree planting, rain gardens and soft landscaping as well as soft landscaping in the north podium façade, podium and roof terraces which represent elements of urban greening in the town centre.

Summary:

78. Considering the points discussed above, overall the proposal is considered to result in a proposal with an acceptable height, bulk and massing. The height of the proposed buildings has been chosen to reflect the height of the 2016 resolution to grant scheme and complete the western cluster of tall buildings at Victoria Square. The proposal would add a new feature to the townscape and skyline of Woking and would contribute towards a skyline of varied building heights which is considered to add visual interest and variation to the townscape locally and to the skyline, including from key long-distance views. The proposed development is considered to exhibit high quality design which responds well to its context and is considered to contribute towards a regenerative effect to a part of Woking Town Centre.

Impact on Heritage Assets:

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

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

80. Policy CS20 of the Woking Core Strategy (2012) and Policy DM20 of the DM Policies DPD (2016) seek to preserve and enhance Heritage Assets and their settings. Furthermore Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a statutory duty on decision makers to have ‘*special regard to the desirability of preserving the building or its setting...*’ whilst Section 72(1) places a statutory duty on decision makers to have ‘special regard’ to preserving or enhancing the character of Conservation Areas.
81. The application is accompanied by a Heritage, Townscape and Visual Impact Assessment and archaeology and cultural heritage is included as a chapter in the submitted Environmental Statement. The assessment describes the significance and value of Heritage Assets and their settings the potential impact on the significance of Heritage Assets (categorised as adverse, neutral or beneficial).

Conservation Areas:

82. The application site is sited approximately 200m to the west of the Woking Town Centre Conservation Area. There would be limited inter-visibility views of the proposed development from the majority of areas within the Conservation Area. The proposal would be viewed in the context of other tall buildings and a modern townscape. It is considered the proposal would preserve the character of the Conservation Area.
83. The Basingstoke Canal Conservation Area is sited further to the north of application site. The proposed development would be visible from locations within and across the Conservation Area, however the proposal would be viewed in the context of other all buildings and a modern townscape. Overall the proposal is considered to preserve the special character and setting of the Basingstoke Canal Conservation Area.
84. Consideration has also been given to the Wheatsheaf Conservation Area, Horsell Conservation Area, Holyoake Crescent Conservation Area, Mount Hermon Conservation Area, Ashwood Road/Heathside Park Road Conservation Area and Hockering Conservation Area. Given their locations relative to the site, the site is not considered to form part of the setting of any of these areas, nor contribute towards their significance and it is concluded that their characters will be preserved.

Listed Buildings:

85. The application site is located approximately 150m to the east of the Grade II Listed Woking Signal Box. The submitted Heritage, Townscape and Visual Impact Assessment concludes the proposed development is likely to be perceptible from this location but would have a low magnitude of impact on the heritage value of the receptor. The Woking War Memorial and Christ Church (both Grade II Listed) are sited within Jubilee Square to the east of the application site. The submitted Heritage, Townscape and Visual Impact Assessment concludes the proposed development would be almost entirely obscured from view by development in the foreground. The submitted Heritage, Townscape and Visual Impact Assessment concludes an overall negligible impact to heritage value on the Woking Signal Box, Christ Church and the War Memorial. These buildings, their features of interest and their settings would be preserved.

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86. No.65-77 Goldsworth Road are Locally Listed Buildings sited to the west of the application site. The submitted Heritage, Townscape and Visual Impact Assessment includes a view eastwards along Goldsworth Road. The scale, form and arrangement of the proposed development would be within the existing skyline cluster composition. The massing of the T1 and T2 are staggered in plan and each step up sequentially in height; this breaks up the apparent scale. In conjunction with their architectural design these buildings provide a transition between the lower rise development to the west, including the locally listed Nos. 65-77 Goldsworth Road. The submitted Heritage, Townscape and Visual Impact Assessment concludes the proposed development would have a low magnitude of impact to the receptor. The likely effect arising from the impact to heritage value would be Negligible.
87. No. 1-10 Guildford Road, Woking Police Station, Station Approach, The Sovereigns Public House, Guildford Road and The Retreat, Guildford Road are all Locally Listed Buildings sited to the south of the application site. The proposed development would be visible in the background of these Locally Listed Buildings, however the towers will be seen as part of an emerging tall building townscape within the wider area and from within an already evolving streetscape. Prior approval has been granted for the demolition of No's 1-11 Guildford Road and RSP House, Victoria Road under reference: PLAN/2020/1017 and are expected to be demolished in due course. The likely effect arising from the impact to heritage value would be Negligible.

Archaeology:

88. The application has been accompanied by a desk-based archaeological assessment which assesses the archaeological potential of the proposal site. The assessment concludes that the site is likely to have low archaeological potential and therefore no mitigation measures are recommended. The Surrey County Council Archaeologist has reviewed the assessment and raises no objection; the proposal is therefore considered acceptable in this regard.

Impact on Surrounding Properties:

89. There are residential neighbours in the surrounding area and the proposed building would introduce extra height, bulk and massing on the proposal site. Policy CS21 of the Woking Core Strategy (2012) requires development proposals to '*Achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook*'. In terms of potential overlooking and loss of privacy, the Council's Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008) sets out recommended separation distances for different relationships and different building heights. For three storey development and above the Supplementary Planning Document recommends a minimum separation distance of 15m for 'front-to-front' relationships and 30m for 'rear-to-rear' relationships to avoid undue overlooking however, these standards are advisory and the Supplementary Planning Document makes clear that the context of development proposals will be of overriding importance.
90. In terms of potential impact on daylight and sunlight, the Building Research Establishment (BRE) have set out guidelines for assessing such impacts ('Site Layout Planning for Daylight & Sunlight. A Guide to Good Practice' 2011). The BRE guidance states that '*If, for any part of the new development, the angle from the centre of the lowest affected window to the head of the new development is more than 25°, then a more detailed check is needed to find the loss of skylight to the existing buildings*'. The BRE Guide is, however, a guide and compliance is not mandatory, since the actual effect can be influenced by other factors.

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91. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the guidelines are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings. This is reflected in the National Planning Practice Guidance 'Effective Use of Land' which states that *'...in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings'* (Paragraph: 007 Reference ID: 66-007-20190722).
92. It is also a material consideration that Paragraph 123(c) of the NPPF (2019) states that *'local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)'*.

Daylight:

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

Sunlight:

95. With regards to potential loss of sunlight; analysis is undertaken by measuring annual probable sunlight hours (APSH) for the main windows of rooms which face within 90° of due south. The BRE guidelines propose that the appropriate date for undertaking a sunlight assessment is on 21st March. Calculations of both summer and winter availability are made with the winter analysis covering the period from the 21st September to 21st March. Sunlight availability may be adversely affected if the centre of the window:
- receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21st September and 21st March and;
 - receives less than 0.8x its former sunlight hours during either period and;

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- has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.
96. The planning application is supported by a detailed Daylight and Sunlight Report which assesses the loss of light impact on surrounding neighbours in detail. Where the proposal would result in loss of light, the report categorises the impact as minor, moderate or major.
97. The report assess the impact on a number of neighbours in the area and the neighbours which are classified as experiencing a noticeable loss of light are discussed below. The assessment includes the impact of the proposed development in isolation and cumulatively with other nearby proposals. The below assessment has been undertaken on the original submission with T3 at 41 storeys, the reduced height of T3 to 37 storeys would have an improvement on the below recorded daylight and sunlight results.

No.1 Guildford Road

VSC

Total windows assessed: 16

Total windows '*meeting BRE guidance*': 7

NSL

Total rooms assessed: 9

Total rooms '*meeting BRE guidance*': 7

APSH

Total rooms assessed: 3

Total rooms '*meeting BRE guidance*': 3

98. No.1 Guildford Road is sited approximately 83m from the proposal site at the nearest point to the south east and located across the railway line with commercial uses on the ground floor and residential units on the upper floors. Of the 16 windows assessed, 7 would meet the BRE guidance with regards to VSC. 3 of the windows are classified as experiencing a minor adverse loss of light and 6 a moderate adverse loss of light.
99. 3 windows serve a room on the first floor, this room would be served by an additional 2 windows that would not be affected by the proposed development. The room would have no impact on NSL, this room would have sufficient daylight. 2 windows serve a room on the second floor, which would be served by a third window which is not significantly affected by the proposed development. One window on the first and second floors have baseline VSC values below the BRE recommended guideline of 27% which would lead to a disproportionate change in VSC levels. The 3 windows on the third floor are located beneath a roof overhang or are dormer windows which already impacts the daylight into the room.
100. With regards to NSL of the 9 rooms tested, 7 meet the BRE guidance and 2 rooms would experience a minor adverse loss of light impact.
101. Prior approval has been granted for the demolition of No's 1-11 Guildford Road and RSP House, Victoria Road under reference: PLAN/2020/1017 and are expected to be demolished in due course.
102. The overall impact to No.1 Guildford Road would be minor adverse and are similar to those that would have been retained by reference to the 2016 resolution to grant scheme.

No.2 Guildford Road

VSC

Total windows assessed: 7

Total windows '*meeting BRE guidance*': 3

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NSL

Total rooms assessed: 5

Total rooms '*meeting BRE guidance*': 2

APSH

Total rooms assessed: 5

Total rooms '*meeting BRE guidance*': 5

103. No.2 Guildford Road is sited approximately 92m from the proposal site at the nearest point to the south east and located across the railway line with commercial uses on the ground floor and residential units on the upper floors. Of the 7 windows assessed, 3 would meet the BRE guidance with regards to VSC. 3 of the windows are classified as experiencing a minor adverse loss of light and 1 a moderate adverse loss of light. All 4 of the affected windows would serve bedrooms which are less sensitive to daylight alterations.
104. With regards to NSL of the 5 rooms tested, 2 meet the BRE guidance, 1 room would experience a minor adverse and 2 rooms would experience a moderate adverse loss of light impact. All 3 rooms are obstructed in the baseline by overhangs or are dormer windows and serve bedrooms which are less sensitive to daylight alterations.
105. Prior approval has been granted for the demolition of No's 1-11 Guildford Road and RSP House, Victoria Road under reference: PLAN/2020/1017 and are expected to be demolished in due course.
106. The overall impact to No.2 Guildford Road would be minor adverse and are similar to those that would have been retained by reference to the 2016 resolution to grant scheme

Olympian Heights

VSC

Total windows assessed: 136

Total windows '*meeting BRE guidance*': 87

NSL

Total rooms assessed: 96

Total rooms '*meeting BRE guidance*': 96

APSH

Total rooms assessed: N/A

Total rooms '*meeting BRE guidance*': N/A

107. This block of flats is sited to the south of the application site approximately 76m from the proposal site at the nearest point. Due to position of the building the majority of the windows/room assessed were north facing which would have an impact on the baseline figures. A total of 136 windows serving 96 rooms have been assessed. 87 of the 136 windows assessed would meet the BRE guidance with regards to VSC. Of the 49 affected windows, 39 windows are classified as experiencing a minor adverse loss of light, 6 a moderate adverse loss of light and 4 a major adverse loss of light. 23 of the affected windows serve bedrooms which are less sensitive to daylight alterations and 26 windows serve 13 living/kitchen/diners (LKDs - 2 windows per room). 8 of the bedrooms which would have a moderate or major adverse loss of daylight are located behind recessed balconies which leads to a disproportionate change in VSC levels. The remaining 15 windows serving bedrooms and 26 windows serving LKDs would retain VSC levels of between 15% and 26.6% and are therefore considered to received sufficient daylight. With regards to NSL all rooms would meet the criteria.
108. There is no material additional impact arising from the current proposals on this development from the 2016 resolution to grant scheme.

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Nankeville Court

VSC

Total windows assessed: 214

Total windows '*meeting BRE guidance*': 48

NSL

Total rooms assessed: 123

Total rooms '*meeting BRE guidance*': 37

APSH

Total rooms assessed: N/A

Total rooms '*meeting BRE guidance*': N/A

109. This blocks of flats is sited approximately 80m to the south of the proposal site. A total of 214 windows serving 123 rooms have been assessed. Due to position of the building the majority of the windows/room assessed were north facing which would have an impact on the baseline figures. 48 windows would meet the BRE criteria with regards to VSC. Of the 166 affected windows, 30 windows are classified as experiencing a minor adverse loss of light, 97 a moderate adverse loss of light and 39 a major adverse loss of light. 39 of the 166 affected windows are bedrooms which carry less daylight significance than living rooms. 29 windows serving studio apartments and 50 windows serving LKDs already have reduced daylight due to external obstructions, however 27 of the LKDs are dual aspect with at least one window unaffected by the proposal. 48 studio apartment windows would retain VSC levels of between 19% and 26.9% and are therefore considered to receive sufficient daylight.
110. With regards to NSL of the 123 rooms tested, 37 meet the BRE guidance, 8 rooms would experience a minor adverse loss of light impact, 33 rooms would experience a moderate adverse loss of light and 45 a major adverse loss of light. 27 of the rooms are bedrooms which are considered less sensitive. The proposal would result in an alteration to daylight that would be noticeable to the occupants. The assessment notes that the retained VSC values of the proposed development are similar to those from the 2016 resolution to grant scheme.

Greenwood House

VSC

Total windows assessed: 47

Total windows '*meeting BRE guidance*': 37

NSL

Total rooms assessed: 16

Total rooms '*meeting BRE guidance*': 16

APSH

Total rooms assessed: 16

Total rooms '*meeting BRE guidance*': 16

111. Greenwood House is located adjacent to the west boundary of the application site. 47 windows serving 16 rooms in the south elevation were assessed for daylight. 37 windows meet the BRE criteria, 3 windows are classified as experiencing a minor adverse loss of light and 7 a moderate adverse loss of light. All rooms will meet the NSL recommendations of the BRE Guide and there are no sunlight impacts. Overall, it is considered that Greenwood House would retain an acceptable level of daylight.

Birchwood Court

VSC

Total windows assessed: 51

Total windows '*meeting BRE guidance*': 19

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NSL

Total rooms assessed: 25

Total rooms '*meeting BRE guidance*': 17

APSH

Total rooms assessed: 25

Total rooms '*meeting BRE guidance*': 15

112. Birchwood Court is sited to the north west of the application site. A total of 51 windows serving 25 rooms were assessed. 19 windows would meet the BRE's criteria, 5 windows are classified as experiencing a minor adverse loss of light, 8 a moderate adverse loss of light and 19 a major adverse loss of light. 13 of the affected windows would serve bedrooms which carry less daylight significance than living rooms, dining rooms and kitchens. 19 windows would serve LKDs, 12 of these windows have very limited access to daylight in the existing condition due to the external obstructions such as balconies.
113. 17 of the 25 rooms for NSL would meet the BRE criteria, 3 rooms would experience a minor adverse loss of light impact, 1 room would experience a moderate adverse loss of light and 4 a major adverse loss of light. These rooms are either bedrooms or LKDs which are located beneath balconies and therefore already experience a lower level of daylight. The applicant has advised that given its location in relation to the site, the south facing orientation of sensitive windows which are already obstructed by recessed and protruding balconies, the magnitude of reductions would be unavoidable with any development coming forward on the site.
114. In terms of potential overlooking, an approximate 18m separation distance would be retained between T1 and Birchwood Court. This separation distance is considered appropriate given the town centre location of the proposal site and would be consistent with existing separation distances along this part of Goldsworth Road. The proposal is not therefore considered to result in an undue overlooking or loss of privacy impact and the separation distances are not considered to result in an undue overbearing impact considering the town centre location of the proposal site.

21-25 Church Street West

VSC

Total windows assessed: 42

Total windows '*meeting BRE guidance*': 10

NSL

Total rooms assessed: 14

Total rooms '*meeting BRE guidance*': 1

APSH

Total rooms assessed: 14

Total rooms '*meeting BRE guidance*': 14

115. This is a vacant office building sited to the north of the application site which has prior approval to convert the building to 19 flats (ref: PLAN/2018/0176). The Daylight and Sunlight Report assesses the potential loss of light impact on this development. In terms of VSC, the assessment concludes that 10 of the 42 windows assessed would meet the BRE guidance. Of the 32 windows which would not meet the guidance, 8 of these would experience a minor adverse loss of daylight impact, 15 would experience a moderate impact and 9 would experience a major impact. In terms of NSL 10 rooms would experience a minor impact, 2 would experience a moderate impact and 1 would experience a major impact. The assessment advises that overall, given BRE compliance, number of rooms obstructed in the baseline by architectural features of the property as well as the number of affected rooms being bedrooms, the overall daylight effect is considered Moderate Negative.

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Victoria House (1-7 Victoria Way and 1-9 Goldsworth Road)

VSC

Total windows assessed: 69

Total windows '*meeting BRE guidance*': 19

NSL

Total rooms assessed: 40

Total rooms '*meeting BRE guidance*': 25

APSH

Total rooms assessed: 26

Total rooms '*meeting BRE guidance*': 8

116. This building is located to the north and east of the application site. The ground floor is in commercial use with the upper floors in residential use. A total of 69 windows serving 40 rooms were assessed. For VSC 19 of the 69 windows would meet the BRE criteria. Of the 50 windows which would not meet the guidance, 8 would experience a moderate impact and 42 would experience a major impact. In terms of NSL 7 rooms would experience a minor impact, 3 would experience a moderate impact and 5 would experience a major impact.
117. There would be a change in daylight to some rooms within this property, however, this is typical of urban locations, and in some cases considered unavoidable.
118. Victoria House is also within the Compulsory Purchase Order boundary to enable the Council to deliver the Housing Infrastructure Fund (HIF) Island Site.
119. The retained daylight values of the proposed development are similar to those from the 2016 resolution to grant scheme.
120. In terms of potential overlooking, an approximate minimum separation distance of 20m would be retained between T3 and Victoria House. This separation distance is considered appropriate given the town centre location of the proposal site and would be consistent with existing separation distances along this part of Goldsworth Road. The proposal is not therefore considered to result in an undue overlooking or loss of privacy impact and the separation distances are not considered to result in an undue overbearing impact considering the town centre location of the proposal site.

11-13 Goldsworth Road

VSC

Total windows assessed: 20

Total windows '*meeting BRE guidance*': 6

NSL

Total rooms assessed: 11

Total rooms '*meeting BRE guidance*': 6

APSH

Total rooms assessed: 8

Total rooms '*meeting BRE guidance*': 4

121. This building is located to the north of the site. Residential accommodation is sited on the first and second floors. 6 of the 20 tested windows would meet the BRE criteria with the remaining 14 windows having a major impact. For NSL 6 of the 11 rooms would meet the BRE criteria, 3 would experience a moderate impact and 2 would experience a major impact.

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122. There would be a change in daylight to some rooms within this property, however, this is typical of urban locations, and in some cases considered unavoidable.
123. In terms of potential overlooking, an approximate minimum separation distance of 23m would be retained between T3 and 11-13 Goldsworth Road. This separation distance is considered appropriate given the town centre location of the proposal site and would be consistent with existing separation distances along this part of Goldsworth Road. The proposal is not therefore considered to result in an undue overlooking or loss of privacy impact and the separation distances are not considered to result in an undue overbearing impact considering the town centre location of the proposal site.

Victoria Square

VSC

Total windows assessed: 237

Total windows '*meeting BRE guidance*': 89

NSL

Total rooms assessed: 177

Total rooms '*meeting BRE guidance*': 174

APSH

Total rooms assessed: 177

Total rooms '*meeting BRE guidance*': 97

124. Victoria Square is currently under construction, therefore Average Daylight Factor (ADF) has been used as the method of measuring the quality of daylight within the development. ADF measures the average illuminance at working plane height within a habitable room as a ratio of illuminance on a horizontal plane from unobstructed sky and is expressed as a percentage. BRE guidance states that an ADF of 5% will provide a predominately day-lit appearance without electric lighting and 2% with supplementary electric lighting. It is recommended that if supplementary electric lighting is provided, a minimum value of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms should be attained. Where living room/kitchen/dining rooms are combined in an open-plan arrangement, it is common for a 1.5% to be adopted and this is considered a logical target criteria to adopt in this instance considering the open-plan layout of the proposed units.
125. A total of 177 rooms have been assessed for daylight. A total of 112 rooms meet the target ADF criteria within the BRE. 5 of the rooms that do not meet the BRE criteria would serve bedrooms, which would have a 0.9% value which is just below the 1% standard. The remaining 60 rooms are LKDs, the ADF target values for a number of rooms are not met with the existing situation. 174 of the 177 rooms would pass the BRE criteria for NSL.

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Property	VSC (Daylight) Summary		NSL (Daylight) Summary		APSH and WPSH Summary (Sunlight)	
	Windows	Windows Compliant	Rooms	Rooms Compliant	Windows	Windows Compliant
1 Guildford Road	16	7	9	7	3	3
2 Guildford Road	7	3	5	2	5	5
Olympian Heights	136	87	96	96	-	-
Nankeville Court	214	48	123	37	-	-
Greenwood House	47	37	16	16	16	16
Birchwood Court	51	19	25	17	25	15
Victoria House	69	19	40	25	26	8
11-13 Goldsworth Road	20	6	11	6	8	4
Victoria Square	237	89	177	174	177	97
Total	797	315	502	380	260	148

Figure 3 – Summary of VSC, NSL and APSH Results in future cumulative scenario

Sunlight:

126. 201 rooms have been assessed for daylight with 130 rooms meeting the BRE criteria for both total and winter probable sunlight hours (PSH). The proposed development is considered to have a negligible effect on 1 Guildford Road, 2 Guildford Road, Greenwood House and 21-25 Church Street.

Birchwood Court

127. For Annual PSH 19 of the 25 assessed rooms would meet the BREs criteria. The remaining 6 rooms would have a major negative effect, 4 of these would affect bedrooms and 2 would affect LKDs which are located behind recessed balconies.

Victoria House

128. 8 of the 26 assessed rooms would meet the BRE criteria for Annual PSH. The remaining 18 rooms would have a major negative effect, but retain between 9% and 21% APSH. 9 of the affected rooms are located beneath a roof overhang, shading the rooms from direct sunlight.

11-13 Goldsworth Road

129. For Annual PSH 4 of the 8 assessed rooms would meet the BREs criteria. The remaining 4 rooms would have a major negative effect, these rooms currently overlook low level massing and therefore any increase in built form would have an impact on these rooms.

Victoria Square

130. 97 of the 177 assessed rooms would meet the BRE criteria for Annual PSH. Of the 80 rooms effected annually, 12 would have a minor negative effect, 30 would have a

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moderate negative effect and 38 would have a major negative effect. All the rooms are located beneath or diagonally beneath balconies which would shade the rooms.

Sun on the ground

131. Overshadowing to rear gardens at Nos.5-29 (odds) Oak Road, Nos.17 to 29 Vale Farm Road and Nos.30-36 Vale Farm Road have been assessed as well as the Millennium Place playground. On 21st June and 21st December no sensitive amenity areas are affected by the proposed development. On 21st March from 08.00 there would be a shadow over the rear gardens of Oak Road and Vale Farm Road and Millennium Place, however this would clear by 10.00 and remain unaffected for the rest of the day.

Summary:

132. As set out above there is some significant loss of light impact to neighbours at Nankeville Court, Victoria House, Birchwood House and 11-13 Goldsworth. However when balanced with the BRE guidance and National Planning Practice Guidance, such impacts are considered unavoidable in a Town Centre location where development is designed to reflect its surroundings. As set out in Figure 3 above, 315 of the 797 windows assessed for VSC would meet the BRE criteria and 380 of the 502 rooms assessed for NSL would meet the BRE criteria. The BRE guidance and National Planning Practice guidance states that lower daylight and sunlight levels may be unavoidable in urban locations where new development is designed to reflect its surroundings. It should also be noted that the amount of light that some units receive in the first place is already low due being sited below balconies or north facing and a number of the sites are proposed for redevelopment. Overall, the proposal does not amount to significant harmful impact when considered as a whole.
133. Balancing these points, along with the benefits of the proposal and the requirement to make efficient use of land as set out in Paragraph 123 of the NPPF (2019), overall the proposed development is considered to form an acceptable relationship with surrounding neighbours in terms of loss of light, overbearing and overlooking impacts.

Standard of Accommodation:

134. The internal floor areas of the proposed flats range from 37.5m² to 87.6m². All the proposed flats would meet the recommended minimum standards set out in the National Technical Housing Standards (2015). The proposal has been designed so there are no solely north facing flats. 60 of the proposed flats would also be accessible homes and meet the requirements of Part M4(3) of the Building Regulations.
135. Policy CS21 of the Woking Core Strategy (2012) states the proposal for new development should *'ensure schemes provide appropriate levels of private and public amenity space'*.
136. Supplementary Planning Document (SPD) 'Outlook, Amenity, Privacy & Daylight' (2008) requires all flats or duplex apartments with two bedrooms or more and exceeding 65 sq.m. gross floor space to provide suitable private amenity space. Dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside for private amenity space. This would apply to one and two bedroom flats and any other forms of dwelling less than 65sq.m. floorspace.
137. The SPD also states that *'in the most dense urban locations of Woking Town Centre where multi storey developments including flats, duplex apartments and townhouses are intended for family accommodation 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. Use of a communal amenity space or, where it is safe to do so, a suitable*

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area of landscaped roof garden or terrace, may be acceptable for this purpose if it provides an equivalent area of amenity value'.

138. 878 of the 929 proposed flats would have a balcony or private terrace on the podium level providing 5,695.42sqm of amenity space, 39 of the proposed flats would have an oriel window providing an extended internal amenity space and 12 of the proposed studio flats (non family accommodation) would not have a private balcony or terrace. All the proposed flats would have access to shared internal and external amenity space. The podium level would provide 915sqm of internal amenity space including a gym, residents lounge, games room and spa and 1316sqm of external space including an equipped play area aimed at younger children. Roof terraces would also provide 950sqm of amenity space within T1, T2 and T3. The area of public realm on the ground floor would provide 2,763sqm of amenity space, including 218sqm of informal play space.
139. The WRAC would have an area of amenity space at ground floor and external balcony at first floor. The YRP would have balconies on the upper floor and a communal roof terrace. The proposal is therefore considered to offer a significant level of high quality communal amenity space.
140. A Daylight and Sunlight Report has been submitted assessing the quality of daylight and sunlight within the proposed development. All habitable rooms have been assessed for Average Daylight Factor (ADF). The BRE guidance uses the Average Daylight Factor (ADF) as a method of measuring the quality of daylight within a proposed development. ADF measures the average illuminance at working plane height within a habitable room as a ratio of illuminance on a horizontal plane from unobstructed sky and is expressed as a percentage. BRE guidance states that an ADF of 5% will provide a predominately day-lit appearance without electric lighting and 2% with supplementary electric lighting. It is recommended that if supplementary electric lighting is provided, a minimum value of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms should be attained. Where living room/kitchen/dining rooms are combined in an open-plan arrangement, it is common for a 1.5% to be adopted and this is considered a logical target criteria to adopt in this instance considering the open-plan layout of the proposed units.
141. Overall 1747 (82.5%) out of all 2114 proposed habitable rooms meet or exceed the BRE recommendation for daylight quantum (ADF) where all neighbouring schemes currently under construction are considered as built. In total 369 do not meet the BRE criteria for ADF, however 29 living rooms and 40 bedrooms only fail ADF criteria by 0.1-0.2% and are therefore considered to receive adequate daylight. Of the remaining 214 rooms, 53 are LKDs, 64 are living rooms and 97 are bedrooms. These rooms are all of a generous size and have balconies, which has an impact on daylight levels as balconies typically reduce the light ingress and the areas to the rear of the room are generally less well lit which reduces the overall ADF. Considering the high density nature of the proposed development and the town centre location of the proposal site, the proposal is considered to achieve an acceptable quality of daylight for future residents.
142. All living spaces with a main window facing within 90° of due south have been assessed for Probable Sunlight Hours (PSH), both annually (APSH) and in winter (WPSH). The submitted daylight and sunlight report shows 397 (63.7%) of the 623 tested living areas meet or exceed the recommended sunlight levels throughout the year and 525 (84.3%) will be well sunlit during the winter months. Lower sunlight levels are typical in urban environments where balconies obstruct sunlight into rooms. Living areas within T1, T2, T3 and BA are west facing and therefore only receive natural sunlight in the afternoon which results in a lower PSH.

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143. Sunlight to amenity areas has also been assessed. The Daylight and Sunlight Report states 63% of all proposed outdoor open spaces will receive two or more hours of sunlight on 21st March. The communal amenity space at podium level and roof terraces would exceed the BRE's recommendation and be well sunlit throughout the year. 45% of the public realm will receive in excess of two hours of sunlight on 21st March, although this is below the recommended 50% target will be achieved 4 days later on 25th March.
144. In terms of potential overlooking and loss of privacy Supplementary Planning Document Outlook, Amenity, Privacy and Daylight (2008) sets out recommended separation distances for different relationships and different building heights. For three storey development and above the SPD recommends a minimum separation distance of 15m for 'front-to-front' relationships and 30m for 'rear-to-rear' relationships to avoid undue overlooking however these standards are advisory and the Supplementary Planning Document makes clear that the context of development proposals will be of overriding importance.
145. The separation distance between T1 and T2 would vary between approximately 24.28m narrowing to approximately 20.2m where T1 steps in, between T2 and T3 there would be a separation distance of approximately 26.21m decreasing to approximately 23.1m where T2 steps in and a minimum separation distance of approximately 17.8m would be retained between T2 and BA. It is considered that the separation provided between habitable rooms would provide an adequate level of privacy for new occupiers, reflecting the high density of the development.
146. Overall the proposal is considered to offer a high standard of accommodation for future residents.

Transportation Impact:

147. Goldsworth Road currently runs through the site on an east-west axis with Victoria Way sited to the east and railway to the south with the YRP fronting onto Church Street West. It is proposed to close the east section of Goldsworth Road within the application site to create a new area of public realm. Vehicular access within the application site would be limited to the western end of the street, however delivery access to the existing commercial units on Goldsworth Road would be maintained.
148. A vehicular loop is proposed to the western end of Goldsworth Road to the north of T1 which would provide a drop-off area for small delivery vehicles and refuse collection from BA. A service access road is proposed to the west of the site providing access to the car parking and to the service bay sited to the south of the site adjacent to the railway.
149. A segregated cycle route has not been incorporated into the area of public realm as it is considered this will encourage cyclist to cycle faster and cause conflict with pedestrians who are walking along or across the public realm.
150. The NPPF (2019) promotes sustainable transport through focussing significant development on sustainable locations, limiting the need to travel and offering a genuine choice of transport modes. Paragraph 109 sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
151. Policy CS18 of the Woking Core Strategy (2012) seeks to direct new development to the main urban areas of the borough which are served by a range of sustainable transport modes in order to minimise the need to travel.

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152. Supplementary Planning Document Parking Standards (2018) sets minimum parking standards for residential development, however the Supplementary Planning Document makes clear that on-site provision below the minimum standards will be considered for developments in Woking Town Centre and states that the application of the parking standards needs to be balanced with the overall sustainability objectives of the Core Strategy (2012).
153. Supplementary Planning Document 'Parking Standards' (2018) requires the provision of 2 cycle spaces per residential dwelling. The document states that this applies to '*family houses, up to 6 residents living as a single household...*' and does not refer to flats.

Car parking:

154. Supplementary Planning Document 'Parking Standards' (2018) requires a studio/1 bedroom flat to provide a minimum of 0.5 onsite parking spaces and 2/3 bedroom flats to provide a minimum of 1 onsite parking space. To comply with minimum parking standards a minimum of 654 onsite parking spaces would be required. The proposal would provide a total of 263 parking spaces with 12 on mezzanine level, 124 at first floor and 127 at second floor, this includes 251 spaces for residents, 7 spaces for WRAC and 5 car club spaces. This equates to a ratio of 0.27 spaces per residential unit. A total of 29 accessible spaces would be provided on the first and second floors.
155. The 2016 resolution to grant scheme proposed a total of 395 parking spaces with 283 spaces allocated to the 550 flats equating to a ratio of 0.5 spaces per unit. This application was assessed under Supplementary Planning Document 'Parking Standards' (2006) which was based on maximum not minimum parking standards and required 1 and 2 bedroom units in the high accessibility to zone to provide 1 space and 3 or more bedroom units to provide 1.5 spaces.
156. Residents of the proposed development will have the opportunity to buy a discounted residents car park permit from Woking Borough Council that will allow car park access at all times (all day and overnight) in the Council owned car parks.
157. The current proposal would be providing a lower number of parking spaces than the 2016 scheme. However, since the 2016 planning application a new Parking Standards Supplementary Planning Document has been adopted and there has been a shift towards development in the town centre providing minimal car parking for residential use and zero car parking for commercial uses.
158. The proposal site is in a particularly sustainable location, being well-served by amenities, employment and transport links, including Woking Train Station. The site is currently served by 22 daytime bus services with the nearest bus stop located on the High Street to the east of the application site. Woking Station is sited approximately 450m to the east of the site and provides frequent services to London Waterloo and a service on the South Western Main Line.
159. Enterprise operate a car club scheme in Woking which is intended to provide a cheaper, greener and more convenient alternative to owning and using a private car. There are currently a number of car club spaces within the town centre or in close proximity to the town centre. As part of the proposal, the applicant is proposing to provide 5 car club spaces within the car park. The closure of this part of Goldsworth Road would also result in the loss of 2 existing on-street car club bays, these on street bays would also be re-provided. The applicant has also agreed to a clause in a Section 106 Agreement which would secure funding to facilitate a year's membership of the car club scheme already operated by Enterprise within Woking to those new occupiers who wish to make use of it. The provision of additional Car Club bays and funding of membership for residents is

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considered to contribute towards providing an attractive alternative to private car use and is considered an appropriate response to parking provision in a sustainable Town Centre location.

160. When considered in combination with the measures set out above, the provision of 251 parking spaces for residents is considered an acceptable level of parking provision in a highly sustainable location in Woking Town Centre. The proposal is therefore considered consistent with the sustainability aims of the Development Plan and NPPF (2019).
161. The 2016 scheme allocated 100 parking spaces to the 10,582sqm office floorspace, 7 parking spaces to WRAC, 5 parking spaces to the estate agency and no parking spaces to the proposed café and gym.
162. The proposal includes 2,710sqm of commercial floorspace within Classes A1/A2/A3/A4/B1/D1/D2. Under use classes A and B Supplementary Planning Document 'Parking Standards' (2018) advises that zero parking in Woking town centre will be acceptable and zero or shared parking, where appropriate, is encouraged in Woking town centre for use class D. Although the proposal does not include any car parking for the commercial units this is consistent with Policy CS18 of the Woking Core Strategy (2012) and Supplementary Planning Document 'Parking Standards' (2018) given the sites location within Woking Town Centre.
163. No car parking is proposed for the YRP, however car parking will be provided for YRP staff within the town centre car parks.
164. Supplementary Planning Document Climate Change SPD (2013) requires 5% of parking spaces in car parks of over 20x spaces to feature 'active' Electric Vehicle charging bays and 15% 'passive' bays. The applicant is proposing to provide 20% of parking spaces with 'active' Electric Vehicle charging bays and 20% 'passive' bays. The provision of these bays can be secured by condition.

Cycle parking:

165. A cycle store is proposed in T1, T3 and BA with a cycle hub with repair and maintenance facilities proposed in T2. A total of 1,064 cycle spaces would be provided for residents in a two-tier cycle stacking system with 100 cycle spaces within T1, 388 cycle spaces within T2, 284 cycle spaces within T3 and 292 cycle spaces within BA. It should be noted that the Supplementary Planning Document 'Parking Standards' (2018) sets a minimum standard of two spaces per dwelling but states that this applies to '*family houses, up to 6 residents living as a single household...*' and does not refer to flats. 1 cycle spaces would be provided for each studio/1 bed flat/2 bed flat (905 spaces) with 2 cycle spaces for each 3 bed flat (48 spaces) and 111 surplus cycle spaces. The proposed cycle provision is considered reasonable in this instance and is considered consistent with other large Town Centre developments. 25 cycle spaces will be provided within the public realm for visitors.
166. The proposal includes 2,710sqm of commercial floorspace within Classes A1/A2/A3/A4/B1/D1/D2. The most onerous cycle parking standards, use Class A1 (food retail) requires 1 cycle spaces per 125sqm which would require 22 cycle spaces to be provided for the commercial units. A total of 22 spaces will be provided for the commercial units with 17 cycle spaces provided within the public realm and 5 spaces provided within the footprint of the individual commercial units.
167. The YRP is a Sui Generis use and therefore cycle parking is done on an individual assessment. 12 cycle spaces will be provided for YRP, which is considered acceptable.

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168. The planning application is supported by framework travel plan which supports the essential travel needs of all residents and to encourage residents to adopt healthy, sustainable travel choices in order to reduce reliance on the private car. A comprehensive travel plan would be secured by condition.

Vehicle trip generation:

169. The planning application is accompanied by a Transport Statement which assesses the trip generation of the existing uses compared to the proposed uses. The existing office floorspace when fully occupied would generate 323 two-way total vehicle trips between the hours of 07:00 and 19:00 with 54 journeys between 08.00 and 09.00 and 37 journeys between 17.00 and 18.00. Including vehicle, public transport, pedestrian and cyclist there would be a total of 1,234 two-way total person trips between the hours of 07:00 and 19:00. Based on 965 residential units the proposed development is expected to generate 1,153 two-way total vehicle trips between 07.00 and 9.00 with 113 journeys between 08.00 and 09.00 and 50 journeys between 17.00 and 18.00. Including vehicle, public transport, pedestrian and cyclist there would be a total of 3,595 two-way total person trips between the hours of 07:00 and 19:00 with 385 of trips made by public transport (rail and bus).
170. It is expected that a large proportion of trips generated by the proposed development's commercial uses will be linked or pass-by trips, rather than new to the local highway and public transport network. Based on a worst case scenario the proposed commercial units would generate 289 two-way total vehicle trips between the hours of 07:00 and 19:00 with 0 journeys between 08.00 and 09.00 and 45 journeys between 17.00 and 18.00. This assessment is based on the assumption that all trips will be new to the network, when a large proportion of journeys to commercial units will form pass-by or linked trips.
171. With the existing site and proposed development at full capacity (excluding the proposed commercial floorspace due to the anticipated high proportion of linked trips, this has been agreed by SCC highways) the proposed development would generate a net increase of 830 two-way total vehicle trips between the hours of 07:00 and 19:00 with a net increase of 59 journeys between 08.00 and 09.00 and a net increase of 13 journeys between 17.00 and 18.00.
172. Compared to the 2016 resolution to grant scheme which included 560 residential units the proposed scheme when assessed with 965 units would generate a net increase of 47 two-way total vehicle trips between the hours of 08.00-09.00 and a net increase of 21 journeys between 17.00 and 18.00. However, when using trip generation information for the 2016 resolution to grant scheme ascertained directly from the Transport Assessment (WSP | Parsons Brinkerhoff, June 2016) the proposal would result in a net increase of 6 two-way total vehicle trips between the hours of 08.00 and 09.00 and a net decrease of 25 journeys between 17.00 and 18.00.

Impact on Highway Network:

173. It is proposed to close the east section of Goldsworth Road within the application site to create a new area of public realm and therefore cars will no longer be able to turn from Victoria Way onto Goldsworth Road. Due the anticipated high proportion of linked trips the proposed commercial floorspace has been excluded from the local network assessment.
174. The model scenarios that have been undertaken in the Transport Assessment include the closure of Goldsworth Road and removal of the turn from Victoria Way, all traffic flows associated with the proposal and provision of a left turn filter lane from Victoria Way onto Church Street West which is part of the wider HIF works.

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175. Journey times would slightly increase as a result of vehicles that would have previously travelled westbound on Goldsworth Road which, following the closure of Goldsworth Road would be required to travel via Church Street West. The proposed development would have a slight impact on the network average speed, it is considered the change in speed would not be noticeable to the majority of motorists.
176. With regards to the impact on the surrounding roads the transport assessment concludes that there would be a negligible impact on journey times on Goldsworth Road. A small increase in journey time is predicted on Church Street West due to the increase in the number of vehicles using the road.
177. With regards to public transport usage the proposal would result in an average increase of six passengers per train in the morning peak hours and four passengers per train in the evening peak hours. The 2016 resolution to grant scheme was forecast to result in an average increase of two to three passengers per train during peak hour on weekdays. The transport assessment concludes that such an increase is negligible and rail trips generated by the proposed development can be accommodated within existing infrastructure and service capacity. The proposed development is forecast to result in an average increase of one to two passengers per bus service during the morning and afternoon weekday peak hours. The 2016 resolution to grant scheme was forecast to result in less than one additional passenger per bus during weekday peak hours. It is considered the forecasted increase in bus use increase is not anticipated to significantly impact upon capacity and operation of local bus services.

Servicing and Bin Storage:

178. The residential units at BA would be served by a 220m² bin store on the ground floor with one chute on each floor. The bins would be served from the south of BA adjacent to the drop off area. T1 would be served by two bins stores on the ground floor measuring 39m² and 38.3m² with two chutes on each floor. The central waste storage area would be sited within the ground floor of T2 and measure approximately 463m² with one chute on each floor. The residential units at T3 would be served by a 94.6m² bin store on the ground floor with one chute on each floor.
179. The central waste storage area will provide additional bin storage capacity for the residential units within T1 and T3. The bin store has been laid out in the same manner as the 2016 resolution to grant scheme with the bins laid out in a block parked layout with sub-zones for refuse, recycling and food waste. The bins serving T1, T2 and T3 would be served from the service yard sited to the south of the building.
180. Residents will deposit waste via a waste chute with a 'tri-separator' system located on each floor. The tri-separators will allow refuse, mixed recycling and food waste to be collected separately. The on-site Facilities Management (FM) team will be responsible for monitoring the chutes and exchanging the bins and moving the bins between bin stores. Bulky good stores are also provided on site for the residents to use.
181. The refuse will be collected weekly and the recycling collected fortnightly. The Council's waste collection contractor can only provide a fortnightly collection for waste and recycling, therefore a private contractor will collect the refuse on the alternative recycling week which will need to be funded by the management fees. A clause within the S106 agreement would secure this additional collection. Due to the large number of bins the refuse and recycling collections will be split across three days.
182. The Council's waste collection contractor has been consulted and raised no objection to the number of bins or collection arrangements. A condition is recommended to secure a waste management plan.

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183. The commercial units within T3 and BA would have their own external bin stores. The tenant will be required to manage their own waste storage area and for appointing a licenced waste management contractor to collect the waste. The commercial units within T1 and T2 would share an internal bin store. The on-site FM team will be responsible for managing the commercial waste store and for appointing a suitably licenced waste management contractor to collect the waste. The required number of bins for the flexible commercial units has been quantified using the worst-case scenario land use Class A3 (Restaurant) metrics detailed within BS 5906:2005.
184. The WRAC will be responsible for designing and providing sufficient internal waste storage space within their units as part of fit out. An internal bin store would be provided at ground floor. The operator of the WRAC will be required to manage their dedicated waste storage area and appoint a licenced waste management contractor to collect the waste.
185. The YRP would have a dedicated waste storage area at ground floor level which has sufficient space to store the types and numbers of bins required. The YRP would be required to manage the waste storage area and for segregating their waste into the labelled bins. The bins would be collected from Church Street West on collections days.
186. The commercial waste collection operates in the same manner as the 2016 resolution to grant scheme.
187. Small deliveries for all residential units and large deliveries for residential units at BA would be made from the drop off zone to the north of T1 with large deliveries for residents units at T1, T2 and T3 undertaken from the main servicing area. All the commercial units would be serviced from the main servicing area.
188. The WRAC would receive deliveries adjacent to the entrance on the service road. One-way shuttle access would be maintained whilst a vehicle (up to and including a 10m rigid vehicle) is serving the WRAC. Servicing and refuse collection activity associated with the YRP will be undertaken on-street from Church Street West.
189. Considering the points discussed above, overall the proposal is considered to deliver an acceptable level of off-street parking and would provide sufficient cycle and bin storage and space for servicing. The County Highway Authority has reviewed the proposal and raises no objection subject to conditions. Overall the proposal is considered to result in an acceptable transportation impact.

Affordable Housing:

190. Policy CS12 of the Woking Core Strategy (2012) states that all new residential development on previously developed (brownfield) land will be expected to contribute towards the provision of affordable housing and that, on sites providing 15 or more dwellings, or on sites of over 0.5ha (irrespective of the number of dwellings proposed), the Council will require 40% of dwellings to be affordable. Policy CS12 also sets out that the proportion of affordable housing to be provided by a particular site will take into account, among other factors, the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model). The policy provides a clear set of considerations that will be taken into account in determining the final proportion of on-site affordable housing and is supplemented by SPD Affordable Housing Delivery (2014).
191. Paragraph 57 of the NPPF sets out that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application

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stage and that the weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

192. The applicant has submitted a financial viability assessment with the planning application based on 965 units which concludes the Residual Land Value from the model lies below the Benchmark Land Value and therefore a nil package of affordable housing would be justified on the basis of this evidence. The report does advise that the provision of 48 units of shared ownership accommodation provided on site with the support of grant funding would be broadly neutral to the schemes viability. The provision of more affordable housing units would not be possible with this level of grant funding as the per unit cost of delivery increases and is not viable without significantly increasing the level of subsidy per unit.
193. The Council has retained specialist advisors to assess the submissions made in this respect. Kempton Carr Croft (KCC) have analysed the submitted viability appraisal, including an interrogation of build costs, and have undertaken further research into the Gross Development Values, Benchmark Values, Build Costs and other inputs adopted for the development.
194. KCC has concluded that the proposed scheme remains significantly in deficit and currently unable to provide any additional element of affordable housing beyond the 48 shared ownership units currently being offered. However, KCC consider that due to the long period of time that the scheme will be constructed over, it is possible that there will be a large shift in residential values and indeed build costs. KCC therefore recommend that a late stage viability review is undertaken once approximately 70% of the units have been occupied (sold or let) in order that the market value, and therefore the viability of the scheme, can be reassessed and the possibility of providing an off-site commuted payment can be revisited.
195. DixonSearle Partnership have undertaken a peer review of KCC's viability review and found that the proposal could not provide any additional affordable housing, thus concurring with KCC's conclusions but does recommend that it might be appropriate to look at more than a single later stage review due to the scale of the development and delivery period.
196. A financial viability assessment addendum has been submitted with the amended plans that reduced the number of units by 36 from 965 to 929. KCC have undertaken a review and advised the proposal remains unviable for the scheme to provide any additional affordable housing units beyond the 48 shared ownership units currently being offered. The review advises the applicant has agreed to provide a Review Mechanism within the Section 106 agreement in order that the profitability of the scheme can be revisited once 75% of the units have been sold or let.
197. The 48 affordable housing units and late stage viability review once 75% of the units have been let or sold can be secured through the Section 106 Legal Agreement and on this basis it is considered that Policy CS12 of the Woking Core Strategy (2012) would be addressed.
198. The 2016 resolution to grant scheme was support by an Affordable Housing and Economic Viability Assessment which demonstrated the proposal was unviable and therefore no affordable housing would be proposed. KCC analysed the submitted viability assessment analysed the submitted viability appraisal, including an interrogation of build costs, and have undertaken further research into the Gross

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Development Values, Benchmark Values, Build Costs and other inputs adopted for the development. KCC concluded that the proposal was unable to provide an affordable housing contribution. KCC did recommend that, especially taking into account the long term nature of the scheme (an approximately 5 year programme), the viability should be reviewed on an open book basis at agreed point(s) tied into the phasing of the development when take up, value and cost will be much clearer.

Housing Mix:

199. Policy CS11 of the Woking Core Strategy (2012) requires proposals to address local needs as evidenced in the Strategic Housing Market Assessment (SHMA) which identifies a need for family accommodation of two bedrooms or more. The most recent published SHMA (September 2015) is broadly similar to the mix identified in Policy CS11. However Policy CS11 goes on to state that *‘The appropriate percentage of different housing types and sizes for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme’* and the reasoned justification for Policy CS11 goes on to state that *“Lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments’*.
200. The proposed development would deliver the number and proportion of dwellings set out in Figure 4 below.

Figure 4 – Housing Mix

Unit Type	Current proposal		2016 resolution to grant scheme	
	No. of Units	Percentage of Total	No. of Units	Percentage of Total
Studio	148	16%	72	13%
One Bedroom	402	43%	212	38%
Two Bedroom	355	38%	258	46%
Three Bedroom	24	3%	18	3%
Total	929	100%	560	100%

201. The proposal would deliver 550 (59%) studio and 1 bed units, this is higher than the 2016 resolution to grant scheme which proposed 284 (51%) studio and 1 bed units. However in the context of Policy CS11 and the town centre location of the proposal site, on balance the proposal is considered to achieve an acceptable housing mix whilst delivering the efficient use of previously developed land.

Impact on Drainage and Flood Risk:

202. The application site is not within a designated Flood Zone, however parts of the site are in and adjacent to areas at very high, high and medium risk of surface water flooding.
203. The NPPF (2019) and Policy CS9 of the Woking Core Strategy (2019) state that Local Planning Authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SUDS). As per the guidance issued by the Department of Communities and Local Government (DCLG) all ‘major’ planning applications must consider sustainable drainage systems (House of Commons: Written Statement HCWS161 - Sustainable drainage systems).

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204. The application is accompanied by details of a proposed sustainable drainage scheme. Amended drainage details were received during the course of the application following comments raised by the Council's Drainage and Flood Risk Engineer. The additional information is considered acceptable by the Council's Drainage and Flood Risk Engineer subject to conditions. The proposal is therefore considered to have an acceptable impact on drainage and flood risk subject to conditions.

Impact on Wind Microclimate:

205. The application is supported by a Wind Microclimate Assessment and this issue is addressed in the Environmental Statement. The amended plans which reduced the height of T3 were supported by a statement of conformity. The documents assess the likely impacts of the development in the current scenario and also taking into account consented and committed development in the area including Victoria Square. The assessment categorises different wind conditions for different activities such as walking and outdoor sitting. During the application additional testing was undertaken in the south west corner of the site adjacent to the service road and to the north east of the site along Victoria Way and in Victoria Square development.
206. The applicant has undertaken a review of the wind microclimate following a reduction in the height of T3. The review confirms the amendments will not give rise to any new, additional or different likely significant environmental effects to those which have been identified and reported in the Wind Microclimate Assessment, and that the proposed mitigation remains valid.
207. The report identifies that the majority of the assessed locations within and surrounding the site are currently suitable for sitting, standing and strolling with the exception of two locations to the east of the site at the crossing over to Victoria Way.
208. In scenarios with the proposed development and existing surrounding buildings wind conditions outside of the application site do not change with the exception of three locations, one at the entrance to the hotel on Church Street West which would become windier and two locations to the east of the site at the crossing over to Victoria Way where wind conditions are improved. Within the site most locations would be suitable for sitting, standing and strolling, the wind conditions in an area of the public realm within Goldsworth Road and the south west corner of the site within the service yard would only be suitable for walking. With mitigation measures the wind levels in the public realm and south west corner of the service yard would be suitable for the proposed use. The podium level amenity space and roof terraces would all have suitable wind conditions with mitigation measures. Four balconies within T1 and T2 would have wind conditions that are suitable for strolling with mitigation measures in place. These balconies would still be safe for the intended use and could still be used for amenity use.
209. In the scenario with the proposed development and cumulative proposed surrounding buildings the wind conditions are similar to above. One balcony within T2 would have calmer window conditions. The mitigation measures required in the context of existing surrounding buildings would also be required in the cumulative scenario.
210. The additional testing along Victoria Way and in the Victoria Square development has shown that in the baseline scenario conditions would be suitable for walking with one location having 'uncomfortable for all uses' which would result in wind conditions being windier than suitable.
211. With the introduction of the proposed development, wind conditions would improve along Victoria Way and within the Victoria Square development, with conditions being suitable

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for standing and strolling use during the windiest season, which would be suitable wind conditions. The conditions in the cumulative scenario are similar to the scenario with the proposed development. Overall, wind conditions along Victoria Way and within the Victoria Square development would become calmer with introduction of the proposed development.

212. The Wind Microclimate Assessment submitted with the current planning application has included more receptor sites than the Wind Microclimate Assessment submitted with the 2016 resolution to grant scheme, however the location and spread of the receptors has been refined. The 2016 Wind Microclimate Assessment showed no material change to the wind conditions further than the railway line or further east than Victoria Way. The changes to the design of the proposal required the wind receptor locations to change as where windiest conditions are expected will change. The 2016 Wind Microclimate Assessment overall concluded that, with the inclusion of the mitigation measures (which are designed into the scheme or part of the landscaping details) all areas within and around the site would have suitable wind conditions for their intended use.
213. Overall, with the inclusion of the mitigation measures (which are designed into the scheme or part of the landscaping details), the wind conditions would be suitable for their intended use with the exception of four balconies.

Solar glare:

214. A Solar Glare Assessment has been submitted with the planning application. The applicant has advised that the proposed amendment reducing the height of T3 would not have an impact on glare over and above the results of the Solar Glare Assessment submitted with the application. Of the 34 locations assessed 15 are considered to experience a negligible effect and 19 are considered to have a minor negative effect. The solar glare assessment concludes that there are instances where solar reflections will occur within 30 degrees of the line of sight, however these instances occur for a short period of time and the reflective portions of the façade is broken up by solid elements or behind recessed balconies. It is considered the proposed development would not affect a road or rail user's responsiveness.
215. The 2016 resolution to grant scheme concluded that any glare will be short-term in impact and/or off-set so as not to be in the direct line of sight of train drivers' views of the track or signaling.

Noise and vibration:

216. Paragraph 170 of the NPPF sets out that planning decisions '*should contribute to and enhance the natural and local environment by... preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of...noise pollution*'. Paragraph 180 of the NPPF sets out that planning decisions 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*'.
217. Noise and Vibration has been considered within the submitted ES. The submitted ES states that the noise from plant associated with the proposed development is considered to be Minor Negative and the impact would be worse on those sited closest to the mechanical plant. Conditions are recommended to secure details of plant prior to installation, a scheme specifying the provisions to be made for protecting residential units from noise emanating from the commercial uses and to restrict sound reproduction equipment.

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218. Victoria Way is sited to the east of the application site with the railway running along the south of the application site. The YRP (building BB) would front onto Church Street West. The transportation noise levels will vary on different elevations of the proposed buildings. It has been concluded that in the most noise-exposed areas, noise levels inside dwellings with windows open would be considered a Major Negative impact. This would only impact a small number of rooms in the north elevation of the YRP, the low level flats on the south elevation of T1, T2 and T3 and the lower levels on the eastern elevation of T3. There would be a moderate negative impact across the majority of the site. A condition is recommended to secure details of glazing and ventilation and details of a scheme for protecting the habitable rooms from noise from the adjacent railway line.
219. Woking Fire Station is sited to the west of the application site. In the absence of mitigation from daytime drill activity at the fire station the noise level would normally be considered a situation of Major Negative impact, however this would only effect flats with windows on the west elevation of T1 facing the fire station. It is considered that drill activity during the weekends and evening with windows closed and with ventilation and comfort cooling provided would have a Minor Negative impact.
220. The ES advises that the balconies on the west side of T1 are at risk of Major Negative impact from the noise of training drill but the '*agent of change principle*' would likewise apply to potential restrictions placed on fire station activity as a result of the proposed development. The ES states that the applicant must ensure the proposed development does not introduce new restrictions on the use of the Fire Station. It is noted that Greenwood House sited above the fire station is not occupied in connection with the fire station and has windows on the south elevation that overlook the fire station training yard. It is anticipated that the noise levels from the fire station training yard for residents of Greenwood House would be equivalent to those that would affect residents within T1. As a result, it is considered that the fire station's operations would not be unrestricted due to the presence of existing noise sensitive receptors. Accordingly, the proposed development will not introduce new restrictions on fire station training.
221. Measures to control noise and vibration during demolition and construction will be dealt with under the CEMP which will be secured by condition.
222. The Council's Environmental Health Service have considered the submissions and advise that they have no objection subject to appropriate conditions. It is considered that the proposal is considered capable of providing a suitable noise environment for future occupiers.

Adjacent rail aggregate depot:

223. An existing rail aggregate depot, currently operated by the Day Group is located on the south side of the railway which allows the importation of minerals such as crushed rock and marine-dredged aggregate into Surrey from other parts of the country. The site operates under permitted development rights accruing to rail sites and as such there are no restrictions on operating hours, limitations with regards to importation of material by rail or the exportation by road. The rail aggregate depot is identified on the Council's Proposals Map and the Surrey Minerals Plan ('SMP') Core Strategy Development Plan Document (2011) applies to the land designated. Policy MC1 of the SMP states that "*sites...such as rail aggregate depots, will be safeguarded to enable supply of alternatives to land-won minerals*".
224. Policy MC6 of the SMP states that "*infrastructure and sites used, or proposed to be used, for minerals development - rail aggregate depots and sites for production of recycled and secondary aggregate - will be safeguarded. Local planning authorities will be expected to consult the mineral planning authority on proposals for non-mineral*

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development in the consultation area around such sites". Policy MC16 of the SMP states that *"the rail aggregate depots at Salfords and Woking will be safeguarded from development"*.

225. The proposal would introduce a new sensitive land use (ie. residential) within the vicinity of rail aggregate depot. It should be noted that SCC Minerals and Waste did not raise any objection to the 2016 resolution to grant scheme as they considered that, given other developments in the vicinity and the intervening railway line, the efficient operation of the depot would not be prejudiced. No objections were received from either Network Rail or the Day Group.
226. Policy UA34 (Policy UA33 in the Schedule of Proposed Main Modifications) of the Site Allocation DPD refers to land Coal Yard/Aggregates Yard adjacent to the railway line, Guildford Road/Bradfield Close which has been allocated for residential development. Policy UA34 requires any development to be designed to minimise the potentials for conflicts of use and ensure that the operation of the safeguarded rail aggregates depot is not prejudiced. In particular, proposals will need to consider issues such as siting, design and layout, noise and air quality, light, transport and access at an early stage. However, it is considered that the sites inclusion in the Site Allocations DPD confirms that the site is suitable for residential use and therefore able to provide adequate private external amenity space for residents.
227. Noise from the rail aggregate depot has been considered within the submitted ES. It has been concluded that in the absence of consideration of mitigation the noise levels would normally be considered a Major Negative impact. The noise would impact the flats on the south and west elevation of T1, the south elevation of T2 and the flats on the southern half of the west elevation of T2.
228. Environmental Health have been consulted and recommended a number of conditions requiring details of a scheme for protecting the habitable rooms of any dwelling within the development from noise emanating from the Downside Goods Yard to be submitted and full details of a scheme for the testing of the internal noise environment of dwellings within the development affected by noise emanating from the Downside Goods Yard, to demonstrate compliance with the internal noise level criteria within the agreed scheme. A condition securing details of glazing and ventilation is also proposed. It is considered that these conditions will ensure that details of a scheme for protecting the habitable rooms of any dwelling within the development from noise emanating from the Downside Goods Yard. The conditions will therefore provide a good standard of residential amenity to future occupiers and preclude any prejudicial impact upon the existing and future operation of the safeguarded rail aggregates depot.
229. The proposal incorporates balconies and other external amenity space within the podium and roof levels to provide an acceptable level of amenity space to proposed residents. The 2016 resolution to grant scheme included balconies and external amenity space within the podium. SCC Minerals and Waste and Network Rail are objecting to the current proposal in relation to the balconies which will be exposed to high levels of noise from the rail aggregate depot.
230. The submitted ES states that *'should residents use these balconies as amenity spaces, in the absence of consideration of mitigation, there is a risk of Major Negative impact from the industrial noise at Day Aggregates... the presence of this noise would be a consistent, regular component of the overall noise environment. Accordingly, new residents may accept this noise as part of the context of the area, again, reducing the degree of impact arising from this source'*. The balconies that would be most affected by the noise are on the west elevation of T1, T2 and T3 and south elevation of T3.

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231. Paragraph 182 of the NPPF states that *'Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed'*.
232. The ES notes that some residential properties along York Road have garden fences abutting the Day Aggregates HGV haul road and directly overlook the rail aggregate depot and therefore it is predicted that noise levels from Day Aggregates is higher in the amenity areas for a large number of York Road than for the worst affected dwellings in the proposed development.
233. BS 8233 which provides guidance on sound insulation and noise reduction for buildings recognises the difficulty of providing 'ideal' acoustic conditions in all circumstances where it states: *'it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted'*. According to BS 8233 balconies are considered less noise-sensitive than indoor spaces.
234. It is acknowledge that the private balconies of the proposed dwellings will have a noise environment that will be higher than the guideline level. The ES states that residents in these areas would have access to nearby amenity areas within the development itself that would provide a substitute for these balconies when high levels of industrial noise are present. Despite the noise balconies have still been provided throughout the development as they can offer other desirable qualities.
235. The applicant has advised that *'The ES in fact states that engineering noise control measures would not bring noise levels into compliance with guideline levels. Physical noise control measures are possible, but they have to be weighed up among other, significant design implications'*. For example solid balustrades have been discounted as they would reduce levels of daylight and winter gardens would result in an unacceptable visual appearance of the buildings.
236. Environmental Health have been consulted and reviewed the information submitted by the applicant, SCC Minerals, Day Group and Network rail and advised that a condition would be required to safeguard the residential amenities of future occupiers. A condition will require that all external amenity spaces for that building meet 50 dB LAeq,T during normal conditions and where external amenity space(s) are predicted to be higher than the above criteria a scheme of mitigation to reduce external amenity space noise to a minimum, or access to/provision of suitable, alternative, external amenity space for affected residents must be submitted to and approved in writing by the Local Planning Authority. It is considered that this proposed condition will ensure that residents have acceptable noise levels when using external amenity spaces and the operation of the Day Group are not impacted by a noise sensitive use being introduced within the vicinity of rail aggregate depot.
237. Overall, subject to conditions it is considered that the proposal would provide a good standard of residential amenity to future occupiers and preclude any prejudicial impact upon the existing and future operation of the safeguarded rail aggregates depot.

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

238. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 of the Core Strategy states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an 'Appropriate Assessment' stage rather than taken into consideration at screening stage, for the purposes of the Habitats Directive (as interpreted into English law by the 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.
239. Policy CS8 of Woking Core Strategy (2012) requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The proposed development would require a SAMM financial contribution of £567,212.00 based on a net gain of 148 x studios, 402 x one bedroom dwellings, 355 x two bedroom dwellings and 24 x three bedroom dwellings which would arise from the proposal. The Appropriate Assessment concludes that there would be no adverse impact on the integrity of the TBH SPA providing the SAMM financial contribution is secured through a S106 Legal Agreement. CIL would be payable in the event of planning permission being granted.
240. Subject to securing the provision of the SAMM tariff and an appropriate CIL contribution, and in line with the conclusions of the Appropriate Assessment (as supported by Natural England), the Local Planning Authority is able to determine that the development will not affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. The development therefore accords with Policy CS8 of Woking Core Strategy (2012), the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

Sustainability:

241. Following a Ministerial Written Statement to Parliament on 25 March 2015, the Code for Sustainable Homes (aside from the management of legacy cases) has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to set and apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. This is expected to happen alongside the introduction of Zero Carbon Homes policy in late 2016. The government has stated that the energy performance requirements in Building Regulations will be set at a level equivalent to the outgoing Code for Sustainable Homes Level 4.
242. 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

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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.

243. The Council's Climate Change SPD (2013) identifies areas of the town centre where there is potential for future Combined Heat and Power (CHP) networks. Subject to technical feasibility and financial viability, new development that comes forward within these areas are required to be designed to be 'CHP ready' in order to be able to connect to the future network.
244. A Sustainability Statement and Energy Statement have been submitted with the application which advises that the scheme is deemed viable for the application of CHP. No on site CHP systems have been proposed as a new energy centre is currently being built at Poole Road by Thamesway Energy. The applicant has been engaging with Thamesway and it is proposed subject to ongoing commercial negotiations that the proposed development will connect to the energy centre. The reports demonstrate that good quality sustainable construction standards, along with good levels of insulation and CHP fed district heating system would result in a 40% improvement over current Building Regulations.
245. Policy CS22 of the Woking Core Strategy (2012) requires new non-residential development of 1,000m² or more to comply with BREEAM 'very good' standard. The applicant has submitted a BREEAM pre-assessment for the commercial floor space and YRP confirming that a BREEAM 'very good' standard is achievable.
246. The use of CHP and achieving BREEAM 'very good' standard is consistent with 2016 resolution to grant scheme.

Ecology:

247. The application is accompanied by a Preliminary Ecological Appraisal (PEA) Report, Bat Emergence Survey Report, Biodiversity Net Gain Assessment and Ecological Management Plan.

Protected species – bats

248. The submitted PEA concludes the site has negligible potential to support foraging bats, however the vegetated railway sidings which lies immediately to the south of the site does provide some suitability to support commuting and foraging bats and connects to significant areas of suitable offsite habitat.
249. All eight buildings within the application site that are due to be demolished have been evaluated to assess their potential to support roosting bats. Data from previous bat surveys, undertaken in 2016 by Peter Brett Associates that were submitted with the 2016 resolution to grant scheme, was also reviewed to determine the potential of each of the buildings on site. No. 30 Goldsworth Road is a confirmed Bat roost; No.32 Goldsworth Road was assessed as high roost suitability, the Railway Athletic Club moderate suitability. No.20 Goldsworth Road and No.8 Church Street West had low roost suitability and No's 15-25, 27 and 29 Goldsworth Road had negligible Bat roost suitability. No trees with bat roosting potential were identified on site.
250. The submitted Bat Survey Report confirms the presence of bat roosts in No.30 and No.32 Goldsworth Road, however no roosting activity was observed in the other buildings on site. The proposal would therefore result in the demolition of the buildings with roosts and therefore the destruction of the roosts. Surrey Wildlife Trust have been consulted and advised *'the appropriate number of surveys were undertaken on the buildings at an appropriate time of year with what appears to be an appropriate number of surveyors. It is recognised that dawn re-entry surveys could not be undertaken given*

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the Covid 19 lockdown, as overnight accommodation was not available. It is understood that only building 30 was subject to an internal inspection. Common Pipistrelle Bat roosts (day and feeding) were found in buildings 30 and 32- these are confirmed Bat roosts'. The applicant will be required to obtain a European Protected Species (EPS) licence from Natural England and undertake all the actions which will be detailed in the Method Statement based on the impact assessment and mitigation strategy section in the submitted Bat Survey Report which must support an EPS license application.

251. Increased lighting levels can cause disturbance to bats and act as a barrier across commuting lines although some bats take advantage of artificial lights by hunting insects around street lighting. During the construction phase, temporary artificial lighting will be controlled as part of the CEMP and achieved through directional lighting and the use of hoods.

Protected species – birds

252. The PEA reports that nesting of feral pigeon have been identified in two of the abandoned buildings on site (No.32 Goldsworth Road and No.20 Goldsworth Road). Nesting birds are therefore confirmed on site. The PEA advises to minimise the impact of the proposals on nesting birds, the removal of vegetation should be undertaken outside of the nesting bird season (taken to run from March to August, inclusive) unless active nests are confirmed absent by an ecologist prior to removal.

Invasive Species – Cotoneaster

253. A small area of cotoneaster was found within the landscaped areas around No.32 Goldsworth Road, some Cotoneaster species are considered invasive. The PEA has advised that this plant will be removed from site and disposed of following best practice guidance.

Other protected species

254. The habitats on site are of negligible value for all other UK BAP species or other rare, notable or protected species.
255. The Surrey Wildlife Trust advises if planning permission is granted then the applicant should be required to (in respect of buildings No.30 and No.32 Goldsworth) obtain a European Protected Species (EPS) licence from Natural England following the receipt of planning permission and prior to any works which may affect bats commencing, undertake all the actions which will be detailed in the Method Statement based on the impact assessment and mitigation strategy within the above submitted Bat Survey Report, which must support an EPS license application. The Surrey Wildlife Trust also advise that if a Bat is seen in any of the other buildings, work should cease immediately and advice sought from Natural England or a qualified specialist.
256. With regards to lighting Surrey Wildlife Trust recommends that at the areas where Bats were known to commute/forage (see figure 3.0 in Bat Survey Report) and where Bat boxes are to be erected (see figure 3.11 of *Ecological Management Plan*), that Lux levels are retained at 1.0 Lux or lower. They also advise that a warmer spectral range (3500k or lower) lighting is considered suitable for Bats. It is noted that some lights have a specification with a higher spectral range of 4000k. A detailed lighting strategy can be secured by condition.
257. The Surrey Wildlife Trust also advises the applicant should ensure that construction activities on site have regard to the potential presence of Hedgehog and other mammals to ensure that mammals do not become trapped in trenches, culverts or pipes.

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258. The development should progress in line with section 5 of the *Preliminary Ecological Appraisal* by Greengage Environmental Ltd; section 5 of *Bat survey Report* Greengage Environmental Ltd and section 3 of *Ecological management Plan* (EMP) Greengage Environmental Ltd.
259. The 2016 resolution to grant scheme identified the same on-site ecological receptors (bats and nesting birds) and associated mitigation recommendations. Furthermore, the conclusions with regards to impacts on designated sites are also considered to align. The proposed development includes considerably more greenspace compared to the 2016 resolution to grant scheme and the on-site ecological enhancement is considered to be significantly greater.
260. Overall the proposal is therefore considered to result in an acceptable impact on biodiversity and protected species and represents an opportunity to achieve a net gain in biodiversity on the site.

Air Quality:

261. Policy CS21 of the Woking Core Strategy (2012) requires proposal for new development to 'be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases'. The Government has set out air quality standards and objectives which are set out in the Air Quality (England) Regulations (2000) and the Air Quality (England) (Amendment) Regulations (2002). The proposal site is not within an identified Air Quality Management Area (AQMA) however an AQMA was designated in May 2017 on Guildford Road approximately 390m to the southeast of the site.
262. Air quality has been included within the submitted ES and a Technical Note – Air Quality has been submitted during the application. There is the potential for impacts on local air quality during both the construction and operational phases of the proposed development.
263. It has been concluded that subject to appropriate mitigation measures, the demolition and construction phase is likely to result in an impact on air quality which is considered to be Negligible. ADMS Roads dispersion modelling has been carried out to assess both the impact of the operation of the proposed development on local pollutant concentrations and the suitability of the site for its proposed end use with regards to local air quality. During the operation of the proposed development the predicted increase in relevant pollutants concentrations is considered to be of negligible significance.
264. The submitted reports have advised that the proposal would have a negative impact on the effects of air pollution on the Thames Basin Heaths Special Areas of Conservation (TBH SAC). Natural England have been consulted and recommended that a condition to confirm there will not be an increase in Nitrogen deposition of 1% or more or 1000 Annual Average Daytime Traffic (AADT).
265. The 2016 resolution to grant scheme considered that the development would have an insignificant effect on local air quality and there are no significant air quality effects as a result of the proposed development.
266. Overall the proposed development is considered to result in an acceptable impact on air quality.

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Aviation:

267. The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002) identifies two officially safeguarded aerodromes within 20km of the site; London Heathrow, which has been consulted and raised no objection and Farnborough Airport, which has been consulted and have not provided any comments. The National Air Traffic Services (NTAS) have been consulted and raise no objection. An Aviation Impact Assessment has been submitted with the application which includes an assessment of the proposed development's impact on Fairoaks operations during periods of low cloud cover has been undertaken considering a cloud base of 600 feet above ground level. The report concludes the proposed development will not have a significant impact on Fairoaks operations.
268. Fairoaks Airport did not provide any comments when first consulted in July 2020, but raised an objection when consulted on amended plans/information in November 2020 although are not an officially safeguarded aerodrome for the purposes of the Direction.
269. Fairoaks Airport are concerned that the height of the proposed development will reduce the safety margins which are contained within CAP168 and the Standardised European Rules of the Air and therefore will have a significant impact on flight operations at Fairoaks.
270. The applicant has submitted a response to the objection raised by Fairoaks Airport and advises the infringement on the conical surface alone is not considered to be sufficient ground for objection from the airport. There are existing infringements of the conical surface by buildings already present within Woking, the impacts of which were not assessed within the consultee's response and which are material considerations in determining the impact on safety of the proposed development. Fairoaks has not demonstrated that any real adverse impact on safety would occur with the proposed development in situ, nor has it concluded any affects to its operations. The response also advises pilots flying to and from the Airport operate on a See and Avoid basis. They must be able to see 1,500 metres ahead, be clear of cloud and be able to see the ground. Fairoaks has not produced any evidence to suggest that pilots would not be capable of seeing and avoiding the proposed development. With regards to shielding the response has advised the proposed development would not be a risk to aircraft because they would already be avoiding a higher existing object - the Victoria Square development.
271. There is a 2016 resolution to grant scheme including a tall building of 147.825m AOD. This is the same height as tallest building in the current proposed development. It is noted that no comments were received from Fairoaks Airport on this application.
272. The CAA have been consulted and do not have any comments to make on the proposed application.
273. Under the requirements for aerodrome safeguarding set out in the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002), if the Local Planning Authority is minded to grant planning permission, it is required to notify both the CAA and the consultee (Fairoaks Airport). If the CAA were to have any real concerns about the impacts of the scheme then it would respond accordingly and the Local Planning Authority would be able to react accordingly. Conversely, if the CAA were not to provide unequivocal support to the objection of Fairoaks Airport, it would be evident that the objection was not valid and that planning permission could be granted without leading to any adverse impact on aircraft operations at Fairoaks Airport.

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Contamination:

274. Given the historic uses of the proposal site, there is potential for ground contamination to be present. A Phase 1 Desk Study and Phase 2 Geo-Environmental Assessment have been submitted with the planning application. The Council's Scientific Officer has been consulted and raises no objection subject to conditions. The proposal is therefore considered acceptable in this regard.

Local finance considerations:

275. Surrey County Council (SCC) have advised that it is anticipated that the proposed development would yield 172 school age children (68 early year pupils, 69 primary school pupils and 36 secondary school pupils), this pupil yield has been calculated using the proposed housing mix. SCC have advised that a contribution of £2,333,057.00 would be required, this has been calculated by multiplying the pupil yield by the cost per place. It is proposed that the £649,493.00 for early years education would be applied to a project at Goldsworth Primary School, the £944,075.00 for primary education would be applied to a project at Sythwood Primary school and the £739,489 for secondary education would be applied to a project at Woking High School. SCC have not provided any detailed information on what the contributions would be spent on and just identified the school.

276. Regulation 122 of the Community Infrastructure Levy, England and Wales (CIL) Regulations 2010 advises that planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

277. It is considered that SCC has not provided sufficient evidence that the proposed early years education, primary education and secondary education projects would directly relate to the development and therefore does not meet the tests under Regulation 122 of the Community Infrastructure Levy, England and Wales (CIL) Regulations 2010.

278. The applicant will be required to pay Community Infrastructure Levy (CIL) as part of the development proposed. WBC's Regulation 123 List and Infrastructure Development Plan (IDP) identifies that £16,088,227 of the CIL contributions collected in the Borough (c. 30%) will go towards funding committed education provision projects between 2012 and 2022. The LPA will not be requesting a £2,333,057.00 contribution for early years, primary and secondary education.

279. The Surrey Heartlands Clinical Commissioning Group (CCG) has advised that a financial contribution is required for essential health infrastructure to make this development acceptable in health planning terms. Based on the housing mix the CCG has advised the additional patient growth would be 1606 and a capital contribution of £647,500.00 would be required for primary care in addition to a capital contribution of £416,000.00 for acute care. No information has been provided on where the requested contributions would be spent. The CCG have been contacted on 4 occasions requesting additional information on how the requested contribution will be spent, no response has been received to date. It is considered that the CCG has not provided sufficient evidence that the proposed primary and acute care contributions would be spent on projects that would directly related to the development and therefore does not meet the tests under Regulation 122 of the Community Infrastructure Levy, England and Wales (CIL) Regulations 2010.

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280. Woking Borough Council has secured a Housing Infrastructure Fund (HIF) grant of £95 million from central Government agency, Homes England, which will finance the Victoria Arch scheme, the total cost of which is £115 million. The HIF recovery strategy seeks to bridge the gap between the total scheme cost (£115 million) and the HIF grant (£95 million).
281. At the Council meeting of 13 February 2020 Woking Borough Council agreed the principle of charging a bespoke Section 106 tariff of £2,000 per dwelling on development sites in the town centre which are likely to benefit from the HIF scheme to achieve sufficient funds to bridge the gap between the total scheme cost and the grant. For the application of the tariff to be defensible and to withstand any scrutiny if legally challenged, the Council intend to prepare a SPD to provide the policy basis for the day-to-day application of the tariff. The SPD will set out the amount to be charged per unit, how it will be calculated, how the amount will be secured and the action to be taken if the amount is not paid. Whilst preparing the SPD, the Council has published an interim guidance note (Housing Infrastructure Fund (HIF) Recovery strategy for Woking Town Centre: Section 106 tariff Guidance note) to encourage developers/applicants who are submitting planning applications prior to the completion of the SPD to pay the tariff.
282. The applicant has agreed to pay the HIF tariff resulting in the proposed development of 929 units contributing £1,858,000.00 towards the HIF recovery strategy.
283. The proposal would be liable to make a CIL contribution of £8,204,997.85. This figure is subject to indexation and may vary.

CONCLUSION – THE PLANNING BALANCE

284. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
285. Overall the proposal is considered to result in a high density, high quality mixed use development in a sustainable location which would make efficient use of land. The proposed development would re-provide facilities for the WRAC and York Road Project. Whilst dedicated floorspace would not be re-provided for the office floorspace to be lost, the regenerative effect of the proposed development is considered a significant public benefit which outweighs the conflict with the Development Plan discussed above.
286. The proposal is considered to result in a development of an acceptable height, bulk and massing which would be consistent with the emerging character of Woking Town Centre and the trend for taller buildings. The building would add a new feature to the townscape and skyline of Woking and would contribute towards a skyline of varied building heights which is considered to add visual interest and variation to the townscape locally and to the skyline, including from key long-distance views. The proposed development is considered to exhibit high quality design which responds well to its context and is considered to contribute towards a regenerative effect to a part of Woking Town Centre.
287. The proposal is considered to result in a positive regenerative effect on this part of the Town Centre. The proposal would create a new area of public realm following the closure of the eastern end of Goldsworth Road. The York Road Project would also be provided with a new purpose built building which would enable them to consolidate all their services in one location and provide overnight accommodation in accordance with updated government guidance.

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288. These are considered to constitute significant public benefits which outweigh the conflict with the Development Plan discussed above and overall the proposal is considered consistent with the overarching aims of the Development Plan and is considered to constitute sustainable development.
289. The proposal is therefore recommended for approval subject to conditions and a Section 106 Agreement.

PLANNING OBLIGATIONS

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

	Obligation	Reason for Agreeing Obligation
1.	SAMM (SPA) contribution of £567,212.00	To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy (2012) and The Thames Basin Heaths SPA Avoidance Strategy 2010-2015.
2.	Provision of 48x on-site affordable units plus a late stage viability review when 75% of units have been sold/let	To accord with Policy CS12 of the Woking Core Strategy (2012)
3.	Funding of a year's membership of the existing Enterprise-operated Woking Town Centre Car Club to those occupiers wishing to become members and credit vouchers	To accord with Policy CS18 of the Woking Core Strategy (2012) and the NPPF (2019)
4.	£1,858,000.00 HIF contribution	To accord with Housing Infrastructure Fund (HIF) Recovery strategy for Woking Town Centre: Section 106 tariff Guidance note
5.	Fortnightly waste collection by a private contractor	To accord with Policy CS21 of the Woking Core Strategy (2012)

BACKGROUND PAPERS

Consultation responses
Letters of representation

RECOMMENDATION

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

- (i) Recommended conditions and Section 106 Legal Agreement;
- (ii) Completion of an Appropriate Assessment, supported by Natural England;
- (iii) Referral to the Civil Aviation Authority (CAA) under the provisions of The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002)

Time limit

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

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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).

Phasing

2. ++ No development must commence (including demolition and site preparation works) until full details, including plans, of the phasing of the development have been submitted to and approved in writing by the Local Planning Authority. The development must be carried out in strict accordance with the approved details of phasing, unless any variation or amendments have first been agreed in writing with the Local Planning Authority.

Reason: To ensure the development progresses in an orderly manner without undue loss of amenity to the surrounding area and that satisfactory facilities are provided to service all stages of the development in accordance with Policy CS21 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.

Approved Plans and documents:

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

Site Location and Block Plans:

01597_JTP_DR_MP_XP_A_1000	Location Plan	P1
01597_JTP_DR_MP_XP_A_1001	Existing Block Plan & Demolition Plan	P1
01597_JTP_DR_MP_XP_A_1002	Proposed Site Plan	P2

Proposed Floor Plans:

01597_JTP_DR_MP_PP_A_1100	Level 00 Proposed Plan	P3
01597_JTP_DR_MP_PP_A_1101	Level MZ Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1102	Level 01 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1103	Level 02 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1104	Level 03 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1105	Level 04 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1106	Level 05 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1107	Level 06 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1108	Level 07 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1109	Level 08 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1110	Level 09 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1111	Level 10 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1112	Level 11 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1113	Level 12 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1114	Levels 13-15 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1115	Level 16 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1116	Level 17 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1117	Level 18 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1118	Level 19 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1119	Level 20 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1120	Levels 21-24 Proposed Plan	P2

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01597_JTP_DR_MP_PP_A_1121	Level 25 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1122	Level 26 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1123	Level 27 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1124	Level 28-34 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1125	Level 35 Proposed Plan	P2
01597_JTP_DR_MP_PP_A_1126	Proposed Roof Plan	P2
01597_JTP_DR_BB_PP_A_1150	YRP Level 00 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1151	YRP Level 01 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1152	YRP Level 02 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1153	YRP Level 03 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1154	YRP Level 04 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1155	YRP Level 05 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1156	YRP Level 06 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1157	YRP Level 07 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1158	YRP Level 08 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1159	YRP Level 09 Proposed Plan	P2
01597_JTP_DR_BB_PP_A_1160	YRP Level RF Proposed Plan	P2

Proposed Elevations:

01597_JTP_DR_MP_PE_A_1200	Proposed Elevation AA	P2
01597_JTP_DR_MP_PE_A_1201	Proposed Elevation BB	P2
01597_JTP_DR_MP_PE_A_1202	Proposed Elevation CC	P2
01597_JTP_DR_MP_PE_A_1203	Proposed Elevation DD	P2
01597_JTP_DR_MP_PE_A_1204	Proposed Elevation EE	P1
01597_JTP_DR_MP_PE_A_1205	Proposed Elevation FF	P2
01597_JTP_DR_MP_PE_A_1206	Proposed Elevation GG	P1
01597_JTP_DR_MP_PE_A_1207	Proposed Elevation HH	P2
01597_JTP_DR_MP_PE_A_1208	Proposed Elevation II, JJ	P1
1597_JTP_DR_MP_PE_A_1209	YRP Proposed Elevation KK LL	P2
01597_JTP_DR_BB_PE_A_1210	YRP Proposed Elevation MM NN	P2

Proposed Sections:

01597_JTP_DR_MP_PS_A_1300	Proposed Sections AA, BB	P2
01597_JTP_DR_MP_PS_A_1301	Proposed Sections CC	P2
01597_JTP_DR_MP_PS_A_1302	Proposed Sections DD	P2
01597_JTP_DR_MP_PS_A_1303	Proposed Sections EE	P1
01597_JTP_DR_MP_PS_A_1310	Proposed Context Section - North & South	P2
01597_JTP_DR_MP_PS_A_1311	Proposed Context Section - East & West	P2

Proposed Details:

01597_JTP_DR_MP_DT_A_1500	Proposed Elevation - Entrance T1	P1
01597_JTP_DR_MP_DT_A_1501	Proposed Elevation - Entrance T2	P1
01597_JTP_DR_MP_DT_A_1502	Proposed Elevation - Entrance T3	P1
01597_JTP_DR_MP_DT_A_1503	Proposed Elevation - Entrance BA	P1
01597_JTP_DR_MP_DT_A_1504	Proposed Elevation - WRAC Entrance	P1
01597_JTP_DR_MP_DT_A_1505	Proposed Elevation Commercial Entrances	P1
01597_JTP_DR_MP_DT_A_1510	Proposed Façade Details - T1	P1
01597_JTP_DR_MP_DT_A_1511	Proposed Façade Details - T2	P1
01597_JTP_DR_MP_DT_A_1512	Proposed Façade Details - T3	P1

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01597_JTP_DR_MP_DT_A_1513	Proposed Façade Details - BA	P1
01597_JTP_DR_MP_DT_A_1514	Proposed Façade Details - T3 West	P1
01597_JTP_DR_MP_DT_A_1515	Proposed Façade Details - T3 North	P1

Proposed Landscaping Drawings:

P12902-00-001-GIL-100	Illustrative Landscape Masterplan colour all levels	02
P12902-00-001-GIL-101	Ground Floor General Arrangement Plan B+W	04
P12902-00-001-GIL-102	Podium Level General Arrangement Plan B+W	03
P12902-00-001-GIL-103	Roof Levels General Arrangement Plan	03
P12902-00-001-GIL-104	Ground Floor Levels Plan	05
P12902-00-001-GIL-105	Ground Floor Softworks Plan	02
P12902-00-001-GIL-106	Podium Level Softworks Plan	02
P12902-00-001-GIL-200	Ground Floor Sections - Sheet 1	01
P12902-00-001-GIL-201	Ground Floor Sections - Sheet 2	01
P12902-00-001-GIL-202	Ground Floor Sections - Sheet 3	01
P12902-00-001-GIL-203	Ground Floor Sections - Sheet 4	01
P12902-00-001-GIL-204	Podium Level Sections - Sheet 5	01

Approved Reports:

Design and Access Statement (including Landscape Strategy)
Design and Access Statement Addendum
Affordable Housing Statement
Arboricultural Impact Assessment
Aviation Impact Assessment
Aviation impact Assessment Addendum
BREEAM Pre-Assessment
Daylight and Sunlight Amenity within the Site
Daylight and Sunlight Amenity within the Site Addendum
Energy Strategy
External Lighting
Flood Risk Assessment and Drainage Strategy
Framework Construction Environmental Management Plan (CEMP)
Framework Travel Plan
Planning Statement
Statement of Community Involvement
Sustainability Statement
Transport Assessment
TV and Radio Baseline Report
Ventilation and Extraction
Viability Statement
Viability Statement Addendum
Waste Management Strategy
Environmental Statement Volume 1, Volume 2, Volume 3 and Volume 4
ES Statement of Conformity

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

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Levels:

4. 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 visual amenity of the site and surrounding area in accordance with Policies CS21 and CS24 of the Woking Core Strategy (2012) and the NPPF.

Materials and Landscaping:

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

Reason: In the interests of visual amenity.

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

- a) the facade of the building including typical bay details
- b) brick detailing
- c) main entrances
- d) balconies and terraces including balustrades
- e) roof and parapet including detailed design of plant, machinery and building services equipment required for the functioning of the buildings
- f) windows and doors including service entrances
- g) photovoltaic panels and flues
- h) facade cleaning apparatus

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

Reason: In the interests of visual amenity

7. ++Prior to the commencement any above ground works (excluding demolition) in connection with the development hereby permitted, a soft landscaping scheme showing details of shrubs, trees and hedges to be planted and details of tree pits including underground structured cell rooting systems, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed

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in writing by the Local Planning Authority. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

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

Reason: In the interests of visual amenity.

9. Protective measures shall be carried out in strict accordance with the arboricultural Information provided by Greengage received on 26.06.2020 including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

10. Prior to the commencement any above ground works (excluding demolition) in connection with the development hereby permitted, detailed bay elevations at 1:50 scale of the green walls 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.

11. Prior to the commencement of construction of the external envelope of the development hereby permitted, full details of the proposed green roof and green wall system, including a Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include details of fixings to the building, planting modules, irrigation systems, planting details (including replanting) and a detailed maintenance strategy including management responsibilities and maintenance schedules and for the long-term management and maintenance of the green walls and green roof hereby permitted. Prior to the first use of the development hereby permitted, the green walls and green roof shall be provided on site and thereafter retained and maintained in accordance with the approved details for the lifetime of the development hereby permitted.

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permitted. Any retained or newly planted plants which die, become seriously damaged or diseased or are removed or destroyed shall be replaced in accordance with the Management Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the visual amenities of the development and surrounding area.

Plant:

12. ++ No unit(s) within Use Class A3/A4 shall be first occupied until full details (including external appearance and technical specification) of any necessary extraction and ventilation systems (including acoustic properties) for that unit have been submitted to and approved in writing by the Local Planning Authority. The extraction and ventilation systems shall be installed in accordance with the approved details before the use commences and permanently maintained in accordance with the manufacturer's recommendations for the duration of the use within class A3/A4.

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

13. Prior to the installation of any fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment to be installed in connection with the development hereby approved details, including acoustic specifications shall be submitted to and approved in writing by the Local Planning Authority. Such plant and equipment shall not be installed otherwise than in strict accordance with the approved specifications.

Reason: To protect the environment and amenities of the occupants of neighbouring properties in accordance with Policy CS21 of the Woking Core Strategy 2012.

Notwithstanding Part 16 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), no microwave antenna, equipment for the support of microwave antennae or electronic communications apparatus shall be installed, sited or placed on the development hereby approved without the permission of the Local Planning Authority.

Reason: To ensure a form of development compatible with Policy CS21 of the Woking Core Strategy 2012.

Piling:

14. No piling or any other foundation works using penetrative methods shall be undertaken unless and until a Piling and Foundation Risk Assessment has been submitted and approved in writing by Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed residential apartment blocks, does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Environment Agency Position Statement 'The Environment Agency's approach to groundwater protection.

Aerials/ pipework etc:

15. Notwithstanding The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-

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enacting and/or modifying that Order), no cables, wires, aerials, pipework (except any rainwater goods as may be shown on the approved plans) meter boxes or flues shall be fixed to any elevation of a building hereby permitted without the prior written consent of the Local Planning Authority. Any such works must be undertaken only in accordance with the approved details and thereafter permanently maintained for the lifetime of the building.

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

Amenity areas:

16. Prior to the first occupation of any part of the development hereby permitted, the internal and external amenity areas identified on the approved plans listed in this notice, including the external amenity space at ground, podium and roof level, shall be provided in accordance with the approved plans and made available for use. Thereafter these facilities shall be retained and made available to use for the lifetime of the development hereby permitted.

Reason: In the interests of residential amenity.

17. Notwithstanding the provisions of Article 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any orders amending or re-enacting that Order, or superseding equivalent Order, with or without modification(s)), other than where identified as such on the approved plans the flat roof areas of the residential blocks hereby permitted shall not be used as a roof terrace, sitting out area or similar amenity area.

Reason: In order to protect adjoining properties from overlooking and noise in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

Transport:

18. Each phase of the development hereby approved shall not be first occupied unless and until the proposed accesses to Goldsworth Road relevant to that phase have been constructed in accordance with a scheme to 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 and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m high.

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

19. Each phase of the development hereby approved shall not be first occupied unless and until existing redundant vehicle access relevant to that phase from the site to Goldsworth Road and to Church Street West have been permanently closed and the road kerbs and footway fully reinstated.

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.

20. Each phase of the development hereby approved shall not be first occupied unless and until space has been laid out within that phase in accordance with the approved plans

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for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

21. Each phase of development hereby approved shall not be first occupied unless and until electric vehicle charging spaces have been provided in accordance with a phasing scheme, totalling 53 active and 53 passive charging spaces, to be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to first occupation of the development and thereafter retained in accordance with the approved details unless the Local Planning Authority subsequently agrees in writing to their replacement with more advanced technology serving the same objective.

Reason: In the interests of achieving a high standard of sustainability with regards to electric vehicle charging infrastructure requirements.

22. The parts of the development hereby approved that occupy land within the public highway in Goldsworth Road and remove the existing vehicle turning head located at the eastern end of Goldsworth Road, shall not be commenced unless and until the highway works that provide a replacement vehicle turning head within Goldsworth Road, have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority unless otherwise first 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.

23. The work proposed to pedestrianise the adjacent section of Goldsworth Road shall not commence until the Surrey County Council/Woking Borough Council works associated the widening of Victoria Arch have provided the additional lane at the junction of Victoria Way with Church Street West, allowing for left turning traffic from Victoria Way towards the west.

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.

24. The development hereby approved shall not be first occupied unless and until the proposed delivery bay, alterations to the existing parking restrictions on Goldsworth Road and the associated Traffic Regulation Orders have been designed and implemented at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority unless otherwise first 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.

25. No development shall commence until a Construction Transport Management Plan, to include details of:
 - a. loading and unloading of plant and materials within the site and/or to/from the public highway
 - b. storage of plant and materials within the site and/or on the public highway
 - c. provision of any boundary hoarding on the public highway frontage(s) of the site

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- d. the routing of heavy goods vehicles to/from the site
- e. measures to prevent the deposit of earth or other construction-related materials from the site onto the public highway
- f. turning for heavy goods vehicles clear of the public highway
- g. any proposed temporary occupation of the public highway, associated with the construction of the development together with proposals to temporarily divert public highway users during any such highway occupation has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

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.

26. Prior to the first occupation of the development hereby approved a Service and Deliveries Management Plan, including details of:
- a. hours of service operation;
 - b. hours of operation for the service yard gate and its method of control;
 - c. details of the parcel drop facilities and its management;
 - d. maximum service vehicle sizes; and
 - e. service area management

Shall be submitted to and approved in writing by the Local Planning Authority. And then the approved Service and Deliveries Management Plan shall be implemented, retained, and maintained in accordance with the approved details and to the satisfaction of 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.

27. The phases of the development hereby approved that include balconies which overhang the public highway land in Goldsworth Road, namely Tower T1 and T2, shall not be commenced unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
- (a) An assessment of the risk of an object falling from a balcony onto the highway below, including measures and restrictions on its use to minimise this risk.
 - (b) A schedule of structural assessments of each balcony to ensure its structural integrity, and remedy any structural fault identified.
 - (c) The enclosure of the handrail / balustrade of each balcony to its full height.
- and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority unless otherwise first 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.

28. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
- (a) Travel Statement which includes an Information Pack to be provided to residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs
 - (b) The provision of 5 car club spaces within the developments boundary and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority unless otherwise first agreed in writing by the Local Planning Authority.

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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.

29. Each phase of the development hereby approved shall not be first occupied unless and until the cycle parking relevant to that phase have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and when completed providing a minimum of 1064 cycle spaces within the development and a further 25 cycle parking spaces within the external landscaping areas of the scheme. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority unless otherwise first 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.

30. No above ground works shall begin unless and until a scheme to secure its occupation as 'Low Car Ownership' has been implemented in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that:
- (a) In respect to the Woking Controlled Parking Zones (CPZ area 1 to 5), residents (not being holders of a disabled person's badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970 or similar legislation) of the development are excluded from entitlement to resident's parking permit.
 - (b) Where a parking permit is issued by the relevant local planning authority in error and/or contrary to this Agreement, the occupant / holder of the resident's parking permit shall surrender the permit to the issuing local planning authority immediately
 - (c) The restrictions contained in this Clause shall apply to and be communicated to all future residential occupiers of the development including successors in title as well as any persons occupying the premises as a tenant or licensee.

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.

31. The work proposed to pedestrianise the adjacent section of Goldsworth Road shall not commence until the 2 on-street Car Club spaces impacted by the works have been replaced within the local area in accordance with a scheme to be submitted to and approved 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.

Waste Management:

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

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

33. The refuse and recycling bin storage and other associated facilities (including chutes, bin lifts etc) for a building shown on the approved plans must be provided prior to the

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occupation of that building and thereafter made permanently available for the lifetime of that building.

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

Biodiversity:

34. The development hereby approved shall be carried out in accordance section 5 of the Preliminary Ecological Appraisal by Greengage dated June 2020 (within the ES), Section 5 of the Bat Survey Report by Greengage dated June 2020 (within the ES) and Section 3 of the Ecological Management Plan by Greengage dated June 2020 (within the ES).

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

35. Any scrub, hedgerow and tree clearance must be undertaken outside the bird breeding season (March to August inclusive) unless the applicant has first carried out a survey of such vegetation which shows that there are no nesting species within relevant parts of the application site and any such survey results have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent birds being injured or killed during site clearance works and to comply Policy CS7 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the policies in the NPPF.

Noise:

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

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

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

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

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

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

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39. Prior to the commencement of superstructure works for any residential building, details of a scheme for protecting the habitable rooms of any dwelling within the development from noise emanating from the Downside Goods Yard shall be submitted and approved in writing by the Local Planning Authority. The details and scheme shall include:
- a) Presentation of predicted noise contours, and calculation of noise levels inside apartments, including the information set out below.
 - b) Preparation of noise contour plots showing the areas on each façade of the residential development where rating levels, for the closest approach of the rail unloading operation of Downside Goods Yard, are greater than 55 dB $L_{Ar, 1 \text{ hour}}$ ^{note1};
 - c) The noise calculations must allow for the use of two machines unloading wagons simultaneously as well as two wheeled loaders for placing material into road vehicles.
 - d) Each of the noise contour plots for buildings T1, T2 and T3 must indicate where windows, doors and balconies are exposed to a rating level greater than 55 dB $L_{Ar, 1 \text{ hour}}$.
 - e) For each window where rating levels are greater than 55 dB $L_{Ar, 1 \text{ hour}}$, the apartment or studio type shall be identified.
 - f) For each apartment and studio type, the highest rating level shall be used as the basis for the calculation of internal noise levels arising from the Downside Goods Yard operation.
 - g) The calculations shall be undertaken in accordance with G.2.1 Calculation method and G.2.2 in BS8233:2014 'Guidance on sound insulation and noise reduction in buildings'.
 - h) For each apartment and studio type, using the highest rating level from the noise contour plots, the calculations will demonstrate that the following internal noise levels can be achieved for all habitable rooms due to noise from Downside Goods Yard:
 - a. 30 dB $L_{Aeq, 1 \text{ hour}}$ during the day ^{Note 2}
 - b. 25 dB $L_{Aeq, 1 \text{ hour}}$ (in bedrooms only) during the night ^{Note 3}
 - c. 45 dB LAF, max
 - i) If the initial calculations demonstrate that these internal noise levels cannot be achieved, the sound insulation specification will be improved until compliance can be demonstrated.
 - j) The development shall thereafter be fully implemented in accordance with the approved details and such approved details shall thereafter be permanently retained.

Note 1 – L_{Ar} is the rating level as calculated using British Standard 4142 (Currently version 2014 + A1:2019). Any presentation of the rating level must also include any corrections for impulsivity, tonality, intermittency or general character. As the unloading of aggregates is clearly impulsive, and highly perceptible in the absence of concurrent train pass-bys, a character **correction of +9dB** would be expected. Any deviation from this correction will require evidence as to how the correction has been derived.

Note 2 – Daytime (07:00 to 23:00)

Note 3 – Night-time (23:00 to 07:00)

Reason: To ensure a good standard of residential amenity for future occupiers and to protect the existing and future operation of the safeguarded Downside Goods Yard in accordance with Policy CS21 of the Woking Core Strategy (2012), Policies DM5 and DM7

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of the Development Management Policies DPD (2016), Policies MC6 and MC16 of the Surrey Minerals Plan Core Strategy DPD and the provisions of the NPPF.

40. Prior to the first occupation of the development hereby permitted, full details of a scheme for the testing of the internal noise environment of dwellings within the development affected by noise emanating from the Downside Goods Yard, to demonstrate compliance with the internal noise level criteria within Condition 39, shall be submitted and approved in writing by the Local Planning Authority. The scheme shall include provision for:
- Witnessed compliance testing for internal noise levels in a minimum of five (maximum of ten) of the apartments / studios which the noise contour plots for Condition 39 a) indicate have the highest rating levels per building block.
 - The compliance testing shall be undertaken during a period when train unloading is taking place and at times when construction site activity and mainline rail noise are less than during typical weekdays e.g. evenings / weekends.
 - The measurements shall be for a minimum period of 1-hour per apartment or studio using a sound level meter that logs 'sound pressure level versus time' trace set to maximum of 1-second interval. The passage of trains shall be marked on the trace and notes shall be made about the noticeable external events that affect the measurements.
 - If the Downside Goods Yard operations exceed 45 dB LAF, max at any time during the 1-hour measurement the sound insulation specification shall be compared with the actual construction in the apartment / studio. The sound insulation shall be improved and testing repeated to demonstrate compliance with the internal noise level of 45 dB LAF, max.
 - The scheme for testing shall thereafter be implemented as approved and the results of the testing shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the apartments / studios affected.

Reason: To ensure a good standard of residential amenity for future occupiers and to protect the existing and future operation of the safeguarded Downside Goods Yard in accordance with Policy CS21 of the Woking Core Strategy (2012), Policies DM5 and DM7 of the Development Management Policies DPD (2016), Policies MC6 and MC16 of the Surrey Minerals Plan Core Strategy DPD and the provisions of the NPPF.

41. Prior to the commencement of superstructure works for a residential building, details of a scheme for protecting the habitable rooms of any dwelling within the development from noise emanating from the mainline railway shall be submitted and approved in writing by the Local Planning Authority . The scheme shall include:
- Presentation of predicted noise contours, and calculation of noise levels inside apartments, including the information set out below.
 - Preparation of noise contour plots showing the areas on each façade of the residential development where rail noise levels are greater than 55 dB LAeq, 16 hour;
 - Each of the noise contour plots for buildings T1, T2 and T3 must indicate where windows, doors and balconies are exposed to levels greater than 55 dB LAeq, 16 hour.

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- For each window where rail noise levels are greater than 55 dB $L_{Aeq, 1 \text{ hour}}$, the apartment or studio type shall be identified.
- For each apartment and studio type, the highest level shall be used as the basis for the calculation of internal noise levels arising from train movements on the railway.
- The calculations shall be undertaken in accordance with G.2.1 Calculation method and G.2.2 in BS8233:2014 "Guidance on sound insulation and noise reduction in buildings".
- For each apartment and studio type, using the highest level from the railway noise contour plots, the calculations will demonstrate that the following internal noise levels can be achieved for all habitable rooms:
 - 30 dB $L_{Aeq, 16 \text{ hour}}$ during the day
 - 25 dB $L_{Aeq, 8 \text{ hour}}$ (in bedrooms only) during the night
 - 45 dB LAF, max (in bedrooms only) during the night
- With Mechanical ventilation operating under normal operating conditions, the total noise levels of
 - 35 dB $L_{Aeq, 16 \text{ hour}}$ during the day
 - 30 dB $L_{Aeq, 8 \text{ hour}}$ (in bedrooms only) during the night
 - 45 dB LAF, max (in bedrooms only) during the nightshall be met in all studios and apartments
- If the calculations demonstrate that these internal noise levels cannot be achieved, the sound insulation specification will be improved until compliance can be demonstrated.
- The full details of the calculations and supporting information relating to the sound insulation specification shall be supplied to the planning authority for verification and approval.

Reason: To ensure a good standard of residential amenity for future occupiers and to protect the existing and future operation of the safeguarded Downside Goods Yard in accordance with Policy CS21 of the Woking Core Strategy (2012), Policies DM5 and DM7 of the Development Management Policies DPD (2016), Policies MC6 and MC16 of the Surrey Minerals Plan Core Strategy DPD and the provisions of the NPPF.

42. Prior to the commencement of superstructure works for any residential building, details of:
- how overheating shall be addressed through glazing and ventilation design; and
 - that building design does not lead to unacceptably high levels of noise when glazing and ventilation are operating to prevent overheating.
- must be submitted to and approved in writing by the Local Planning Authority.

Residential buildings must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

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

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43. Prior to the commencement of superstructure works for any residential building, details demonstrating:

- that all external amenity spaces for that building meet 50 dB LAeq,T during normal conditions;
- Where external amenity space(s) are predicted to be higher than the above criteria a scheme of mitigation to reduce external amenity space noise to a minimum, or access to/provision of suitable, alternative, external amenity space for affected residents

must be submitted to and approved in writing by the Local Planning Authority. Any approved noise mitigation must be implemented concurrently with the development of the external amenity space(s), fully implemented prior to first occupation of that building and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

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

Lighting:

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

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

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

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

Wind:

45. Prior to the first occupation of any part of the development hereby permitted, the wind mitigation measures set out in chapter 5 wind microclimate of the ES dated June 2020 by Greengage shall be implemented on-site in full. The measures shall thereafter be permanently retained and maintained for the lifetime of the development hereby permitted.

Reason: To ensure a satisfactory wind microclimate.

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Permitted development:

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

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

Sustainability:

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

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

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

48. The development hereby permitted shall not be occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that the development has:
- a. Achieved a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and
 - b. Achieved a maximum water use of 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended). Such evidence shall be in the form of the notice given under Regulation 37 of the Building Regulations.

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

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

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

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

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

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

Drainage:

51. Prior to the commencement of development of each phase, the construction drawings of the surface water drainage network, associated sustainable drainage components (including green/brown roofs and rain gardens), flow control mechanisms and a construction method statement shall be submitted and agreed in writing by the local planning authority. The scheme shall then be constructed in accordance with the agreed submitted drawings, Flood Risk Assessment and Drainage Strategy Rev3 and calculations. No alteration to the agreed drainage scheme shall occur without prior written approval from the Local 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'.

52. Prior to the first use of each phase hereby permitted, a detailed maintenance and management plan of the sustainable drainage scheme shall be submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details in perpetuity. The local planning authority shall be granted access to inspect the Sustainable Drainage Scheme for the lifetime of the development.

Those details shall include:

- i. a timetable for its implementation, and
- ii. a management and maintenance plan for the lifetime of the development which shall include location plan of each feature, detailed maintenance requirements of each feature, Inspection records sheet, structure specification encase of replacement of features and components, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

53. Prior to occupation/Use of any phase a verification report, appended with substantiating evidence demonstrating the agreed/approved construction details and specifications have been implemented in accordance with the permanent surface water drainage scheme, will need to be submitted and approved (in writing) by the local planning authority. This report will include photos of excavations and soil profiles/horizons, any installation of any surface water structure and Control mechanism.

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

Contamination:

54. Prior to the commencement of the development (except demolition and site clearance) further contaminated land site investigation and risk assessment, SHALL BE undertaken in accordance with the recommendations of idom report IDOM-GEA 22102-20-268 dated Sept 2020. The findings shall be reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

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

55. Prior to the commencement of the development (except demolition and site clearance) a detailed remediation method statement shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The remediation method statement shall detail the extent and method(s) by which the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and shall detail the information to be included in a validation report. The remediation method statement shall also provide information on an suitable discovery strategy to be utilised on site should contamination manifest itself during site works that was not anticipated. The Local Planning Authority shall be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development shall then be undertaken in accordance with the approved details.

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

56. Prior to the first occupation of the development hereby permitted, a remediation validation report for the site shall be submitted to and approved in writing by the Local

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Planning Authority. The report shall 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 a development the testing and verification of such systems shall have regard to CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

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

TBH SPA:

57. ++ No residential development within a phase of the development hereby permitted must commence pursuant to this planning permission until written confirmation has been obtained from the Local Planning Authority that Suitable Alternative Natural Green Space (SANGS) has been secured for that phase and no dwelling within a phase of the development hereby permitted must be first occupied before written confirmation has been obtained from the Local Planning Authority that the works required to bring the land up to acceptable SANGS standard for that phase have been completed.

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

Construction Environmental Management Plan (CEMP):

58. No development in any phase shall take place, including any works of demolition until a Construction Environmental Management Plan (CEMP), for that phase of development has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a Plan proposed in the Environmental Statement submitted with the application. The CEMP shall include as a minimum the following matters:
- i. Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures, along with location of parking for contractors and construction workers;
 - ii. Delivery and collection times for demolition and construction;
 - iii. Hours of working on the site;
 - iv. Dust management - measures to control the emission of dust/dirt during demolition and construction including wheel washing and measures to control dust/dirt on the public highway by providing a Dust Management Plan in accordance with Appendix 9.4 of the submitted Environmental Statement;
 - v. Measures to control noise and vibration during demolition and construction and the use of best practical means to minimise noise and vibration disturbance from works in accordance with the measures included in paragraph A8.5.21 of the submitted Addendum to the Environmental Statement dated May 2016 (rec 06.05.16);

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- vi. Measures to prevent ground and water pollution from contaminants on site/a scheme to treat and remove suspended solids from surface water run-off during construction, including the use of settling tanks, oil interceptors and bunds;
- vii. Soil management measures;
- viii. Identification of areas/containers for the storage of fuels, oils and chemicals;
- ix. Details of any temporary lighting to be used for demolition/construction purposes including confirmation from the project Ecologist that the temporary lighting would not be harmful to the ecology of the site and measures for monitoring of such lighting;
- x. Details of measures to mitigate the impact of demolition and construction activities on ecology in accordance with a Construction Ecological Management Plan (prepared by the Ecological Clerk of Works) to be submitted as part of the CEMP;
- xi. Site fencing/hoarding and security measures;
- xii. The prohibition of burning of materials and refuse on site;
- xiii. Management of materials and waste;
- xiv. External safety and information signing and notices;
- xv. Liaison, consultation and publicity arrangements including dedicated points of contact and contact details;
- xvi. Complaints procedures, including complaints response procedures;
- xvii. Access and protection arrangements around the site for pedestrians, cyclists and other road users including temporary routes;
- xviii. Procedures for interference with public highways, permanent and temporary realignment, diversions and road closures; and
- xix. Construction management plan for surface water run-off during the construction period

Reason: To ensure the proposed development does not prejudice the amenities of occupiers of adjoining residential properties and in the interests of highway and pedestrian safety and to protect the environmental interests and the amenity of the area and to comply with Policies CS7, CS9 and CS21 of the Woking Core Strategy 2012 and the policies in the NPPF.

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2019.
2. You are 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.
3. 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.
4. 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-andtransport/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

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www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

5. 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.
6. 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.
7. 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).
8. 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.
9. All species of Bat and their roost sites are protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of the Conservation of Habitats and Species Regulations 2017. All Bats are therefore European Protected species. Offences under this legislation include any activities that may kill, injure or disturb an individual or damages or destroys a breeding site or resting place of that individual. Destruction of a Bat roost is therefore an offence, even if the bat is not present at the time of roost removal. An EPS Mitigation Licence will be required from Natural England before any actions which may affect bats are undertaken.
10. Hedgehogs are listed as a Priority Species for conservation action under the UK Biodiversity Action Plan, and protected from harm in the UK under Schedule 6 of the Wildlife and Countryside Act 1981.
11. The applicant should be made aware that Part I of the Wildlife and Countryside Act 1981 makes it an offence to intentionally kill, injure or take any wild bird, or intentionally to damage, take or destroy its nest whilst it is being built or in use. The applicant should take action to ensure that development activities such as vegetation or site clearance are timed to avoid the bird nest season of early March to August inclusive.
12. Some Cotoneaster species are considered invasive. Care will need to be taken not to cause this plant to spread as a result of the development works. This species are listed on Schedule 9 of the Wildlife and Countryside Act 1981 (Part II) and as such it is an offence to allow them to spread in the wild. To prevent this invasive species spread, it should be eradicated using qualified and experienced contractors and disposed of in accordance with the Environmental Protection Act (Duty of Care) Regulations 1991. Further information on this species can be obtained from the GB Non-native Species Secretariat at 'www.nonnativespecies.org'.

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13. Your attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE COMMENCEMENT OF ANY DEVELOPMENT ON THE SITE or, require works to be carried out PRIOR TO THE COMMENCEMENT OF THE USE. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance.

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

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

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

Claims for relief must be made on the appropriate forms which are available on the Council's website at: <https://www.woking.gov.uk/planning/service/contributions>

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

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

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

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

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

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

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

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

and not at all on Sundays and Bank Holidays.

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

16. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities and Local Government, and setting out your obligations, is available at the following address:
<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance#explanatory-booklet>
17. The Surrey Police Crime Prevention Design Advisor has advised that the proposed development should be designed to achieve Gold Accreditation for the residential sections, Secure by Design accreditation for the commercial elements and Park Mark accreditation to the parking areas. The applicant is therefore advised to liaise with the Surrey Police Crime Prevention Design Advisor in this regard.