

6 APRIL 2021 PLANNING COMMITTEE

6b PLAN/2020/1201

WARD: C

LOCATION: Church Gate (Nos.9-11 Church Street West), Premier House (Nos.15-19 Church Street West), Nos.28-37 Vale Farm Road (Incl.) and Play Area, Vale Farm Road, Woking, Surrey, GU21 6DJ

PROPOSAL: Demolition of Church Gate, Premier House (both fronting Church Street West) and Nos.28-37 Vale Farm Road (Incl.) and erection of a building ranging in height from Ground plus 16 storeys to Ground plus 4 storeys to provide x243 residential apartments (Class C3), commercial space (Class E), ancillary spaces, landscaped amenity areas, parking spaces, vehicular and pedestrian accesses and cycle store including refurbishment works to existing playground on Vale Farm Road.

APPLICANT: Westmede Properties Ltd & Burleigh Estates Ltd

OFFICER: Benjamin Bailey

REASON FOR REFERRAL TO COMMITTEE

The application is recommended for approval and (i) involves the provision of more than five dwelling houses and (ii) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more. It thus falls outside the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

Demolition of Church Gate, Premier House (both fronting Church Street West) and Nos.28-37 Vale Farm Road (Incl.) and erection of a building ranging in height from Ground plus 16 storeys to Ground plus 4 storeys to provide x243 residential apartments (Class C3), commercial space (Class E), ancillary spaces, landscaped amenity areas, parking spaces, vehicular and pedestrian accesses and cycle store including refurbishment works to existing playground on Vale Farm Road.

Site Area (total):	0.4043 ha (4,043 sq.m)
Built Area (proposed):	0.2928 ha (2,928 sq.m)
Existing dwellings:	10
Proposed dwellings:	243 (+233)
Existing density (total site):	25 dph (dwellings per hectare)
Proposed density (total site):	601 dph
Proposed density (built area):	830 dph

PLANNING STATUS

- Urban Area
- Woking Town Centre (partial - southern section)
- High Density Residential Area (partial - northern section)
- Surface Water Flood Risk (High/Medium - both partial)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

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RECOMMENDATION

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

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

SITE DESCRIPTION

The site encompasses three main 'areas'; Church Gate, Premier House and Vale Farm Road.

Church Gate is a three storey office building with a mansard style roof, predominately finished in brick with vertical window bays. There is car parking laid to tarmac at the rear, accessed from Church Street West. Limited soft landscaping exists to both the front and rear with boundaries within the rear car parking area enclosed by close-board timber fencing.

Premier House is a three storey office building constructed during the 1980s, again with a mansard style roof. Areas laid to hardstanding, and demarcated for car parking, are situated to the rear. Vehicular access is gained from Church Street West.

Nos.28-33 Vale Farm Road (incl.) form a single terrace of x6 two storey dwellings below a hipped roof with a central front gable element, with private rear gardens and car parking provided to the frontage. Nos.34-37 Vale Farm Road are x4 dwellings provided within a single two storey hipped roof building, with amenity space provided at the rear. Nos.28-37 (incl.) Vale Farm Road were granted planning permission in the late 1990s as part of a wider development of x40 dwellings in Vale Farm Road (ref: PLAN/1998/0491). The site also includes some existing parking spaces provided within Vale Farm Road and the play area which also formed part of the development permitted in the late 1990s as part of the wider residential development in Vale Farm Road.

RELEVANT PLANNING HISTORY

Whole site:

PLAN/2017/1301 - EIA Screening Opinion for redevelopment of site to provide up to 250 dwellings and ancillary facilities in buildings ranging in height from ground plus 15 storeys to ground plus 7 storeys following demolition of existing office and residential buildings.
Environmental Statement Not Required (11.12.2017)

Church Gate (Nos.9-11 Church Street West):

PLAN/2019/1093 - External alterations including refurbishment of existing mansard roof with windows and rooflight inserted and additional windows and fenestration alterations on the north, south, west and east elevations.
Permitted subject to conditions (20.12.2019)

PLAN/2019/1090 - Prior notification for change of use from Office (Class B1(a)) to x31 dwellings (x18 studio, x10 one bedroom and x3 two bedroom) (Class C3).
Prior Approval - Approved (20.12.2019)

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PLAN/2018/0741 - Construction of two storey extension across building to form x9 dwellings (x3 one bedroom, x4 two bedroom and x2 three bedroom) and roof terrace, with associated cycle storage and refuse/recycling storage (amended plans).
Permitted subject to conditions and S106 agreement (19.08.2019)

PLAN/2017/1361 - Construction of two storey extension across building to form x14 dwellings and roof terrace.
Refused (08.03.2018)

COND/2017/0056 - Discharge of condition 03 (Contamination) of PLAN/2016/0438 dated 13.06.2016 (Prior notification for a proposed change of use - conversion of office building (Class B1a) to create 32 dwellings (Class C3)).
Details approved (12.07.2017)

PLAN/2016/0478 - Proposed external alterations including refurbishment of existing mansard roof with windows and rooflight inserted and additional windows and fenestration alterations on the north, south, west and east elevations. (Amended description and Amended Plans).
Permitted subject to conditions (17.11.2016)

PLAN/2016/0438 - Prior notification for a proposed change of use - conversion of office building (Class B1a) to create 32 dwellings (Class C3).
Prior Approval - Approved (13.06.2016)

82/1098 - Demolition of existing and the erection of a three storey office building with ancillary car parking.
Permitted subject to conditions (18.02.1983)

81/0510 - The demolition of existing buildings and the erection of a three storey office building and provision of car parking.
Permitted subject to conditions (17.11.1982)

Premier House (Nos.15-19 Church Street West):

PLAN/2020/0020 - Prior notification for change of use of an existing office (B1a use) to create 29 new flats (C3 use).
Prior Approval - Approved (20.03.2020)

PLAN/2018/0918 - Construction of two storey extension across building to form x9 dwellings (x2 one bedroom and x7 two bedroom) and roof terrace, with associated bicycle storage and refuse/recycling storage.
Permitted subject to conditions and S106 agreement (21.08.2019)

PLAN/2017/1415 - Construction of two storey extension across building to form x14 dwellings (x14 one bedroom) and roof terrace.
Refused (04.04.2018)

PLAN/2017/0165 - Prior approval for a proposed change of use from Office (Class B1(a)) to dwellinghouse (Class C3) to provide 29no. 1 bedroom dwellings.
Prior Approval - Approved (30.03.2017)

83/1206 - Variation of condition 5 (requiring occupation by Berkeley Homes) of Consent 82/0297 to permit occupation of the whole building by Hogan Systems.
Permitted (11.01.1984)

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83/0341 - Variation of conditions 3, 7 and 10 on Consent 82/0297 to allow development of building sited at 15a - 19 Church Street West in isolation of the second building at 21 - 23 Church Street West.

Permitted subject to conditions (02.11.1983)

82/0297 - The demolition of existing houses, the execution of site works, the erection of three storey office buildings in two blocks and provision of 29 car parking spaces at 15a - 23 Church Street West, Woking.

Permitted subject to conditions (01.06.1982)

Nos.28-37 Vale Farm Road (Incl.) and Play Area, Vale Farm Road:

PLAN/1998/0491 - Erection of 40 residential units together with access, parking areas, open space and landscaping.

Permitted subject to conditions and S106 agreement (05.10.1998)

CONSULTATIONS

Environment Agency: This planning application is for development we do not wish to be consulted on.

Natural England: Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required: (1) An Appropriate Assessment and (2) Details of Suitable Alternative Natural Greenspace (SANG) capacity. Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

(Officer Note: The present position of Natural England is catered for within the recommendation)

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

Wood plc on behalf of WBC Environmental Health (Noise): No objection subject to recommended conditions (conditions 15 – 22 inclusive refer).

Wood plc on behalf of WBC Environmental Health (Air quality): To be updated via a written update.

Contaminated Land Officer (WBC): No objection subject to recommended conditions (conditions 31 – 36 inclusive refer).

Drainage and Flood Risk Team (WBC) (second response): No objection subject to recommended conditions (conditions 27 – 30 inclusive refer).

Senior Arboricultural Officer (WBC): No objection subject to recommended conditions (conditions 6 and 26 refer).

Kempton Carr Croft (LPA's Financial viability Consultant): The scheme remains significantly in deficit and currently unable to provide any additional element of affordable housing. Recommend that a late stage viability review is undertaken once approximately 70% of the units have been let or sold in order that the viability of the scheme can be reassessed and the possibility of providing an off-site commuted payment can be revisited.

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Historic Buildings Advisor (WBC): I see from the records that there was a Design Review Meeting/Design South East on 18/10/19 followed by four pre-app meetings to further review the amended and emerging scheme. The agents claim to have addressed many of the suggestions put forward by the panel. This final submission does at least seek to break up the mass of the triple-height block by the skilful use of balconies and other details of articulation which creates interest. Since the design has already passes several phases of assessment, I have no further observations.

Joint Waste Solutions: Happy with the placement of the bin stores; they are at ground level and look to have easy access to the tipping point. Following clarification are content with quantum of bin storage. Condition 24 refers.

County Archaeologist (Surrey CC): Border Archaeology's report is a fair assessment of the archaeological potential of the application area. I am in broad in agreement with the conclusions. Having considered the low archaeological potential of the site, the likely extent of impacts from recent development, and this office's advice for similar, recent, proposed developments nearby, I am content that even a limited watching brief is not merited should this proposal be permitted. No further action is therefore required in relation to this proposal as regards the buried archaeological heritage.

County Highway Authority (Surrey CC): No objection subject to conditions (conditions 08 – 14 inclusive refer) and S106 legal agreement provisions for Car Club provisions and Travel Plan auditing.

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

Surrey CC Minerals & Waste Planning Policy Team (Minerals Planning Authority): The County Council (as the Minerals Planning Authority) are concerned that the rail aggregates depot has potential to create a significant amount of noise, particularly overnight when construction, road and railway noise will be lower. It is not clear, however, if any mitigation or monitoring is proposed to avoid complaints from potential future residents of the development with regards to noise from the rail aggregates depot. Hence the County Council (as the Minerals Planning Authority) wishes to raise objection to this proposal until such time as information is provided which gives the necessary reassurance to the county council that the that potential noise nuisance from the depot can be suitably mitigated by the applicant.

(Officer Note: The applicant has submitted further information to address this response which has been provided to the Minerals Planning Authority (MPA). Further comment from the MPA is awaited and will be reported via written update)

Surrey CC Senior Planning Officer: No comments received.

Affinity Water: No comments received.

Thames Water Development Planning: Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. Thames Water would advise that with regard to waste water network and sewage treatment works infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

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Network Rail: Object - on basis that there exists potential that this proposal will not have appropriately considered noise from the Goods Yard.

(Officer Note: The applicant has submitted further information to address this response which has been provided to Network Rail. Further comment from Network Rail is awaited and will be reported via written update)

South Western Trains Ltd: No comments received.

UK Power Networks: No comments received.

Southern Gas Networks: No comments received.

Thamesway: No objection subject to recommended condition (condition 39 refers).

National Grid Asset Protection Team: No comments received.

Civil Aviation Authority (CAA): No comments received.

National Air Traffic Services Ltd (NATS): No safeguarding objection to the proposal.

Heathrow Airport: No safeguarding objections to the proposed development.

Farnborough Airport: No comments received.

Fairoaks Airport: No safeguarding objections to the proposed development.

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

Air Ambulance Units: No comments received.

MOD Safeguarding: No comments received.

Surrey Fire and Rescue Service: The Fire Authority are neutral towards this development. We are however, concerned that that this development, alongside the one planned for Goldsworth Road, may dramatically impact on the Service's ability to mobilise to the East and North of the Town Centre.

(Officer Note: Fire safety matters are addressed outside of planning control. The Goldsworth Road proposal referred to – presumably PLAN/2020/0568 – was refused at Planning Committee on 12 January 2021)

Surrey Heath Borough Council: No comments received.

Guildford Borough Council: No comments received (although consultation acknowledged).

Runnymede Borough Council: No comments received.

Elmbridge Borough Council: No objection.

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REPRESENTATIONS

x584 neighbour notification letters of the application have been sent out, in addition to the application being advertised on the Council's website and by statutory press (published in the 14 January 2021 edition of the Woking News and Mail newspaper) and site notices. Due to the relatively large size of the site a full set of site notices have been posted at x3 separate locations around the site (on Church Street West, Oaks Road and Vale Farm Road).

In response to the consultations undertaken **x29 letters of objection** have been received (including from the Oaks and Vale Farm Road Residents Group). The points raised in the representations received are given below:

Character

- Proposal will dwarf the surrounding buildings including Birchwood Court, the Coign Church, Nos.21-25 Church Street West and Goldvale House
- Out of character with the street scene
- There are no buildings greater than 7 storeys in close proximity to the proposal
- About 10 storeys higher than any of the neighbouring buildings
- Relies heavily on other proposed planning proposals with no consideration as to if any of these remain viable to develop
- High rise construction is very expensive to build and Woking is littered with unimplemented planning consents where viability is questionable
- Particularly now with minimal commuting taking place the demand for a further 243 apartments with so many nearing completion at town centre council inspired development is doubtful
- 8 storeys would be acceptable
- High-over density of development
- Nearby buildings are generally 3 or 4 storeys
- Proposed development on Goldsworth Road was refused by the Planning Committee
- 243 dwellings will far exceed the Council's Core Strategy, especially when taken into account with application ref: PLAN/2020/0568 on Goldsworth Road for 929 dwellings (*Officer Note: PLAN/2020/0568 was refused by the Planning Committee at its 12 January 2021 meeting*)
- The proposed density is well above the site allowance / DPD (*Officer Note: The site is not allocated in the emerging Site Allocations DPD. No Development Plan policy sets an 'upper limit' on residential density*)
- Loss of green spaces around Vale Farm Road
- Loss of existing gardens of houses to be demolished
- Loss of trees
- Does not contribute to town centre and shopping itself
- Greater clarity is needed on what is needed for the town centre/Primary Shopping Area, and how this has bearing on tall buildings put in residential areas and what the development brings beyond simply more residential units
- What is Woking's strategy for the development of the town?
- Why is there such focus on a concentration high density tall buildings in a small area to the west of the town?
- Vale Farm Road is a pleasant cul-de-sac/square with small children's' park
- The proposal appears to have no ground level residential features, so houses forming part of the local residential picture will be removed and the participation/ambiance of the square and community life could be affected
- Sheer size will disproportionately dominate local homes and residents

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- Vale Farm Road is currently aesthetically pleasing with matching brick houses of varying heights
- A large building with white/grey cladding is out of character
- The Design and Access Statement refers to the Coign Church gaining approval to build 13 storeys, which it says they chose not to pursue. Have been unable to verify the latter statement
- Would contradict Policy CS24 which requires all development proposals to positively benefit landscape and townscape character, and local distinctiveness
- Would be contrary to Policies CS1 and CS21 which state that new developments need to fit with the surroundings
- The proposed design crosses into a residential area; by building a commercial unit with an exit into a residential area which has a small play area, this proposal is total out-of-keeping and disruptive
- Does not fall fully within Woking Town Centre boundary
- Too high density – appears 571 dwellings per hectare which is well above the 200 threshold
(Officer Note: The 200dph set out by Policy CS10 is not a 'threshold'/upper limit)
- The height, scale, massing and visual impact are inappropriate and unjustified for a location straddling the Town Centre boundary and which infiltrates an area of 2-3 storey dwellings
- Since the development sits in part outside the Town Centre boundary, the height exceeds WBC strategy
- Absence of a clear vision and masterplan for major developments in Woking
- Policy CS10 states that higher density will be permitted where it can be justified in terms of sustainability and where the character of the area would not be compromised. Part of this development sits outside the Town Centre boundary, accentuating the excessive density and lack of adherence to guidance
- Could set a precedent with negative impact on other current lower density development applications around Woking
- Site is located beyond Victoria Way, the designated Town Centre border
(Officer Note: The boundary of Woking Town Centre is defined by the Council's Proposals Map. The southern section of this site falls within the Woking Town Centre boundary)

Amenity

- Building will overshadow the surrounding buildings including Birchwood Court, the Coign Church, 21-25 Church Street West and Goldvale House
- Loss of daylight to Birchwood Court
- No.29 Oaks Road is not included within the submitted daylight and sunlight report
(Officer Note: No.29 Oaks Road does not contain any windows in elevations which would be impacted by the proposal)
- Report concludes that there will only be very minimal cumulative impact as a result of this future baseline scenario. It does not consider in my view that many of the rooms tested fail the guideline tests already and therefore a proposed building of such proportions which makes the position worse should not be permitted
- Sunlight and daylight report includes only immediately adjacent properties. The proposed Coign Church assessment included additional properties and shading was an issue for a number of properties not included in this developer's report.
(Officer Note: An amended daylight and sunlight report has been submitted during the course of the application and includes assessment of additional buildings)
- Overlooking/loss of privacy to Birchwood Court
- Loss of light to No.25 Vale Farm Road

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- Will result in further years of noise, mess and disruption during construction – already endured this for other works in Woking Town Centre
- Already feel squashed by the massive tower blocks that have been built around Vale Farm Road
- The whole feel of Woking has changed in recent years
- Overlooking of garden and house of No.27 Oaks Road
- Overlooking/loss of privacy to gardens and houses in Oaks Road and Vale Farm Road
- Overbearing to the houses in Oaks Road and Vale Farm Road
- Generation of noise - will make working from home more difficult due to construction noise

Highways/parking

- Insufficient parking spaces for residents
- Lack of cycle space provision
- The latest government figures indicate that, statistically, 27% of UK households have two cars and 43% have one car
- May be close to the town centre but most people will have at least one car
- Will add to existing parking pressure
- Private parking spaces already get parked in by strangers occasionally
- The current contractors working in Woking Town Centre have been parking in Vale Farm Road for years
- Road safety will be compromised – Oaks Road and Vale Farm Road are Victorian roads, heavily used for parking and HGVs would struggle during construction
- Building of nearby Welcome Church – much smaller than this – caused delays and frequent complaints from residents
- Woking Fire Brigade [SIC] describe Vale Farm Road as “*the most dangerous road in Woking*” due to parking problems
- Ongoing development of Woking Town Centre results in much disruption for residents including that cars have been unable to turn right from Church Street West onto Victoria Way for several years and pedestrians cannot walk to the Town Centre directly from Church Street West
- Likely to be substantial impact on traffic flow along the relatively narrow and width restricted Goldsworth Road unless adequate provision is made
- An example of the sensitivity of Goldsworth Road traffic flow to minor influences is provided by the frequent blockage of the eastbound lane, particularly at weekends, caused by log-jamming at the 'Morrisons Roundabout' (on Goldsworth Road) by cars accessing the McDonalds drive-through
- Plans make no provision for electric vehicle charging points
(Officer Note: *Such details can be secured through planning condition(s)*)
- Any construction traffic on Vale Farm Road, especially between Wilbury Road to the junction of Oaks Road, would be difficult and unsafe as well as adversely affecting Vale House (on the junction of Oaks and Vale Farm Road) which provides sheltered housing for the elderly

General

- Contrary to national and Minerals Plan requirements the application proposals could prejudice the existing and future operation of the safeguarded rail aggregates depot and contrary to Local Plan policies appropriate noise assessment of the Goods Yard has not been submitted
- House price has been negatively impacted by Woking Town Centre development
(Officer Note: *Potential impact upon house price(s) does not constitute a material planning consideration*)

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- The Council don't clean Millennium Park on Vale Farm Road or the leaves that fall from it
- The plans trespass on private properties, especially Nos.27 and 29 Oaks Road
(Officer Note: The third party land has been omitted from the application site red-line by way of amended plans. The applicant has also subsequently confirmed that they are content the application site red-line consists of only land as per the ownership certificate completed within the application form)
- The plans are inaccurate and trespass on 6 further properties
(Officer Note: The applicant has confirmed that they are content the application site red-line, as amended, consists of only land as per the ownership certificate completed within the application form)
- Did not receive an invitation to the consultation event held in late 2019 so can only assume invitations were not given to all relevant households as claimed
- Submitting this application on Christmas Eve shows a lot of cynicism as it appears to be a deliberate ploy to make people less likely to find out about it and have fewer working days in which to respond.
(Officer Note: An applicant is free to submit an application at any time they wish. The statutory public consultation on the application (i.e. neighbour notification letters, press notice, site notices) did not commence until the New Year and have been undertaken for the required statutory periods; therefore the applicant has not 'gained' in any manner through the date of submission)
- Would welcome improvements to the playground however, as a Council run playground, improvements should be possible without this development
- The applicant has not held community consultation
- The Site Allocations DPD (p.386) states regarding The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking, GU21 6DJ that "*It is anticipated that the site would yield 78 net additional dwellings (85 gross). Residential including Affordable Housing, community uses*". This application proposes 243 apartments on a smaller area
- Site is not included in the last Site Allocations DPD
(Officer Note: This, in itself, is not a barrier to potential development. The site falls within the Urban Area)
- Request that the developer engage with the Basingstoke Canal Society and the Basingstoke Canal Authority so that the opportunities provided by the Basingstoke Canal for recreation and exercise are properly recognised. The impacts of the development should be adequately mitigated by way of financial contribution, either through Community Infrastructure Levy or S106 contributions to ensure the ongoing upkeep, accessibility, width and surface enhancements and public information provisions for this section of the canal as enhancements to Woking's Green Infrastructure.

Housing

- Far exceed any requirement to provide additional housing in Woking Borough
- Nos.28-37 Vale Farm Road, which are proposed to be demolished, are people's homes, where some have lived for 20 years
- Why demolish family homes to build flats?
- Will remove family homes owned by Hyde Housing Association (Nos.28-37 Vale Farm Road)
- There is no agreement that buildings demolished will be replaced by an equivalent number of family homes elsewhere in Woking Borough
- Loss of family houses would be contrary to planning policy
- Insufficient number of affordable homes – the Woking Core Strategy requires 40% affordable housing (i.e. 97 dwellings)

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- Planning permission already exists for the existing office blocks to be converted into housing
(Officer Note: Both Church Gate and Premier House benefit from extant prior approvals for office-to-residential change of use)
- Economic conditions and working habits have drastically changed (due to the COVID pandemic) compared to when the development was submitted making it no longer required
(Officer Note: The planning application was submitted to the Council on 24 December 2020, well after the start of the COVID-19 outbreak in England. The proposal is primarily for housing)
- The Victoria Square development already meets and exceeds demand for new flats
- Apartments are small and apartment sizes fail to account for the change in modern living brought about from the Covid pandemic where space to work from home has become the norm
- Apartments would have no natural light
(Officer Note: This assertion is entirely incorrect. Please see the main report text)
- Housing mix is not in line with the needs assessments and not enough space for families (105 out of 243 for single occupancy and further 66 for double occupancy)
- Will remove 10 affordable dwellings
- Will provide no 3 bedroom residential units and therefore not provide the family units Working urgently requires
- Post Covid will multi occupancy residential units such as these be acceptable?
- Post Covid will flats such as these with open plan living areas be suitable for couples working for the majority of time from home?

Infrastructure

- Insufficient drainage to accommodate this proposal
- Latest in a series of developments that look at the creation of dwellings without taking into impact upon infrastructure such as hospitals and schools
- Likely to put increased pressure on the Fire Service when trying to access Victoria Way

COMMENTARY

Since initial submission the application has been the subject of amended plans which have reduced the red-lined application site in size and omitted the provision of x2 proposed new car parking spaces. This is because, during the public consultation process, it became apparent that the relevant area of land fell on which those x2 new parking spaces were to be provided was within the private ownership of parties upon whom Notice 1 had not been served and whom had not been included within Certificate B. Given this change represents a reduction in the overall development proposed further public consultation was not undertaken on these amended plans. It must be borne in mind that this change, in the context of the overall proposed development, is minor.

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

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Section 9 - Promoting sustainable transport
Section 11 - Making effective use of land
Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change
Section 15 - Conserving and enhancing the natural environment
Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough
CS2 - Woking Town Centre
CS7 - Biodiversity and nature conservation
CS8 - Thames Basin Heaths Special Protection Areas
CS9 - Flooding and water management
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
DM20 - Heritage assets and their settings

South East Plan (2009) (saved policy)

NRM6 - Thames Basin Heath Special Protection Areas

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

Supplementary Planning Documents (SPD's)

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

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Supplementary Planning Guidance (SPG)
Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG)
National Design Guide (NDG) (2019)
Planning (Listed Buildings and Conservation Areas) Act 1990
The Conservation of Habitats and Species Regulations 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy
Circular 06/2005: Biodiversity and Geological Conservation
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 (NDSS) (March 2015)
Housing Infrastructure Fund (HIF) Recovery strategy for Woking Town Centre: Section 106 tariff Guidance note

PLANNING ISSUES

1. The main planning considerations in determining this application are:
 - General policy framework for the consideration of the application
 - Land use and principles
 - Design and impact upon the character of the area
 - Built heritage
 - Archaeology (below-ground heritage)
 - Impact upon neighbouring residential amenity
 - Noise, including Surrey Minerals Plan considerations
 - Air quality
 - Wind microclimate
 - Solar reflective glare
 - Contamination
 - Amenities of future occupiers
 - Transport and accessibility
 - Thames Basin Heaths Special Protection Area (TBH SPA)
 - Arboriculture
 - Sustainable construction requirements, including connecting to the existing CHP network
 - Flooding and water management
 - Aviation

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

General policy framework for the consideration of the application

2. Where determining applications for planning permission the Local Planning Authority is required to have regard to (a) the Development Plan, so far as is material, (b) any local finance considerations, so far as is material, and (c) to any other material considerations. Local finance considerations means the Community Infrastructure Levy. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.

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The National Planning Policy Framework / Planning Practice Guidance

3. The National Planning Policy Framework (NPPF) (2019) comprises an overarching set of planning policies and details how the Government expects them to be applied. The NPPF is a material consideration in the determination of this application. However, the starting point for decision making remains the Development Plan which retains primacy.
4. The Planning Practice Guidance (PPG) is a web-based resource and provides detailed Government advice on matters which relate to the operation of the planning system in practice. The guidance in the PPG supports the policies contained within the NPPF.

The Development Plan / SPD's / SPG's

5. The Development Plan comprises the Woking Core Strategy (2012), the Development Management Policies Development Plan Document (DM Policies DPD) (2016) and Saved Policy NRM6 of the South East Plan 2009 (which is relevant to residential development). A number of other Supplementary Planning Documents (SPD's) and Supplementary Planning Guidance (SPG's) are also relevant to the consideration of this application and these generally provide more detailed information on topic based matters.

Land use and principles

Loss of existing uses

6. There are two existing uses on the site, being commercial (i.e. office) and residential. Consideration needs to be given to the loss of these existing uses.

Commercial (office)

7. The proposed development would result in the loss of the existing office floorspace (i.e. formerly falling within Class B1a – now falling within the new Class E), within both Premier House and Church Gate, which cumulatively measures circa 1,189 sq.m GIA. Both Premier House and Church Gate fall within Woking Town Centre, as defined by the Proposals Map.
8. Policy CS2 sets out an indicative development amount within Woking Town Centre of approximately 27,000 sq.m of additional office floorspace to be provided as part of mixed-use developments and states that the proposals will be achieved through, inter alia “safeguarding of existing office floorspace where there is evidence to justify that”.
9. Planning assessment of this loss of office floorspace is heavily affected by the amendments to The Town and Country Planning (Use Classes) Order 1987 (as amended), brought into force by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, on 1 September 2020. These recent changes should be afforded significant weight. Government has seen fit to remove, inter alia, former Use Class B1a and subsume uses within that former use class into the new Class E (Commercial, business and service uses); this means that movement between use as a shop, to provide financial and professional services (not medical), café or restaurant or for office purposes is not development for planning purposes, and does not require planning permission. These changes rather reduce the weight which can be afforded to policy CS2 in respect of protecting office (former class B1a) provision as it means that office uses can be changed to use as a shop, to provide financial and professional services (not medical), café or restaurant without requiring planning permission.

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10. The submitted Planning Statement states that *“the office accommodation very evidently no longer meets the needs of modern office occupiers”*; no substantive evidence has been provided as part of the application to verify this statement such that this statement alone cannot be afforded great weight. However the submitted Planning Statement also states that *“it is the Applicant’s intention to implement extant and pending prior approval planning permissions for the conversion of the office accommodation to residential use, should the enclosed proposals not receive planning permission. While this is to protect the commercial position of the Applicant, it does mean that the office accommodation will be lost whether permission is granted for the enclosed proposals or not”*.
11. Church Gate benefits from prior approval for office-to-residential change of use (ref: PLAN/2019/1090), which remains extant until 20.12.2022, with planning permission for external alterations (ref: PLAN/2019/1093) also remaining extant until 20.12.2022 and further planning permission for a two storey extension to form x9 dwellings (ref: PLAN/2018/0741) also remaining extant until 19.08.2022. Premier House benefits from prior approval for office-to-residential change of use (ref: PLAN/2020/0020), which remains extant until 20.03.2023, and for a two storey extension for form x9 dwellings (ref: PLAN/2018/0918), which remains extant until 21.08.2022. Given these extant prior approvals and planning permissions across both Church Gate and Premier House, all of which remain extant and capable of lawful implementation for at least a further 16 month period, there is no reason to doubt that, in the event this planning application was to be refused, the applicant would proceed to implement these prior approvals and planning permissions, which would result in the loss of the existing office floorspace. These extant prior approvals and planning permissions therefore form a ‘fallback’ position of very significant weight in respect of the loss of office floorspace.
12. Overall, the extant prior approvals and planning permissions, combined with the recent amendments to The Town and Country Planning (Use Classes) Order 1987 (as amended), lead to the conclusion that no defensible objection can be sustained in respect of the loss of existing office floorspace within Woking Town Centre.
13. It should also be noted that the proposed development includes circa 399 sq.m of commercial space (Class E) at lower-ground and upper-ground floor levels. Whilst the new Class E provides for a range of uses, these are indicatively labelled on the lower ground floor plan as “Café and Business Area” and as “Business Area” on the upper ground floor plan, and therefore provide an indication of the applicant’s occupational aspirations, which would provide some element of commercial use within Woking Town Centre.

Residential

14. The northerly section of the site contains x10 existing dwellings within Vale Farm Road, which were permitted under ref: PLAN/1998/0491. These x10 existing dwellings would all be demolished to facilitate the proposed development and consist of x6 three bedroom dwellings (at Nos.28-33 (incl.) Vale Farm Road) and x4 one bedroom dwellings (at Nos.34-37 (incl.) Vale Farm Road (incl.)). Policy CS11 states that:

“The Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units unless there are overriding policy considerations justifying this loss.”
15. The reasoned justification text to Policy CS11 identifies family accommodation as 2+ bedroom units which may be houses or flats (emphasis added). As such the scheme would not result in the loss of family homes on the site because x72 two bedroom flats would be provided as part of the proposed development, therefore mitigating, in policy terms, the loss of the x6 existing three bedroom dwellings. The proposal would therefore comply with Policy CS11 in this regard.

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Proposed uses

16. The NPPF and Policy CS25 of the Woking Core Strategy (2012) promote a presumption in favour of sustainable development. The site constitutes Previously Developed Land (PDL) wholly within the Urban Area, partially within Woking Town Centre and partially within a High Density Residential Area, as these areas are defined by the Proposals Map. Policy CS1 states:

“The Core Strategy will make provision for the delivery of the following scale of uses between 2010 and 2027.

- *4,964 net additional dwellings, with an overall affordable housing provision target of 35%*

.... Most of the new development will be directed to previously developed land in the town, district and local centres, which offers the best access to a range of services and facilities. The scale of development that will be encouraged in these centres will reflect their respective functions and nature....

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.

In the town centre, well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without compromising on its character and appearance and that of nearby areas.”

17. Paragraph 1.5 of the Core Strategy states:

“the need to concentrate most new development in sustainable locations where facilities and services are easily accessible by all relevant modes of travel such as walking, cycling and public transport is paramount. The town, district and local centres are the most sustainable location for new development in this context because they offer a range of services and facilities that will enable this objective to be achieved”.

18. Paragraph 3.7 of the Core Strategy states:

“Land is a limited and finite resource in Woking. Its efficient use is central to the strategy to deliver the vision for the Core Strategy. The strategy therefore seeks to maximise the efficient use of land by concentrating most new development on previously developed land at high densities”.

19. Table 2 of the Core Strategy sets out the hierarchy of centres in Woking Borough, making clear that Woking Town Centre is the Borough’s principal centre, an important location for shopping, offices, entertainment, cultural and community activities and a key transport interchange, that it serves the whole Borough and has a primary role within the regional economy.

20. Policy CS2 of the Core Strategy states that:

“The Council will support the development of the town centre as the primary centre for economic development in the Borough and as a primary economic centre in the South

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East. The Town Centre is the preferred location for town centre uses and high density residential development. New development proposals should deliver high quality, well designed public spaces and buildings, which make efficient use of land, contribute to the functionality of the centre and add to its attractiveness and competitiveness.”

21. Policy CS2 goes on to highlight the scale of development to be accommodated in Woking Town Centre. This includes an indicative amount of 2,180 additional dwellings, substantial amounts of additional office (approximately 27,000 sq.m) and retail floorspace (up to 75,300 sq.m) together with social, community and transport infrastructure as set out in the Infrastructure Delivery Plan (IDP). Woking Town Centre is also the preferred location for other Town Centre Uses as defined in the Glossary, including leisure and entertainment facilities, more intensive sport and recreation uses, and arts, culture and tourism development.
22. Policy CS2 sets out that proposals will be achieved through:
- “1. mixed-use high density redevelopment of existing sites*
 - 2. refurbishment of outmoded sites*
 - 3. intensification of existing sites*
 - 4. change of use of existing employment uses where this will not undermine the delivery of the proposed development set out in the policy and the other objectives of the Core Strategy*
 - 5. safeguarding of existing office floorspace where there is evidence to justify that.”*
23. The proposed development would result in:
- a gain of 233 dwellings (with associated private and communal amenity spaces) – this would make a positive and significant contribution towards the delivery of the target of 2,180 additional dwellings within Woking Town Centre by 2027;
 - a loss of 1,889 sq.m (GIA) of B1(a) office use but a gain of 399 sq.m (GIA) Class E use representing an overall loss of 1,490 sq.m (GIA) of non-residential uses – the delivery of employment floorspace is encouraged by Policy CS2
24. The proposal would represent mixed-use, high density redevelopment of an existing site, which is supported in principle by Policy CS2. The proposed uses are acceptable in principle, and would contribute to the sustainable growth of Woking Town Centre - a key objective of the Woking Core Strategy (2012) - and the delivery of a town centre use (399 sq.m of Class E use) and high density residential development as identified in Policy CS2.
25. With regard to the proposed residential use, other Development Plan policies need to be considered, particularly those relating to density, housing mix, affordable housing, heritage and conservation and design.

Residential development including density

26. Policy CS10 confirms that housing provision is integral to the creation of a sustainable community in Woking and, to achieve this aim, the Council will ensure that there are sufficient homes built in sustainable locations. Therefore Policy CS10 sets out that the main urban areas will be the focus for new housing development. The site falls entirely within the Urban Area, with the southerly section of the site falling within Woking Town Centre and the northerly section of the site falling within a High Density Residential Area, as these areas are defined by the Proposals Map. 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 Core Strategy, 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,

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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.

27. Policy CS10 sets out an indicative density range for sites in Woking Town Centre in excess of 200 dwellings per hectare (dph), also stating that *“the density ranges set out are indicative and will depend on the nature of the site”*, that *“Density levels will be influenced by design with the aim to achieve the most efficient use of land”* and that *“higher densities than these guidelines will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of an area would not be compromised”*. The correct interpretation of *“sustainable location”*, in the context of the Core Strategy, is set out in paragraph 3.5, which describes a *“need to concentrate most new development in sustainable locations where facilities and services are easily accessible by all relevant modes of travel such as walking, cycling and public transport is paramount. The town, district and local centres are the most sustainable location for new development in this context because they offer a range of services and facilities that will enable this objective to be achieved”*.
28. Within Policy CS10 an indicative density range, in excess of 200 dph, is also set out for *“Woking Town Centre - as a broad location”*. Paragraph 5.55 of the Core Strategy states that *“it is considered that there is additional housing potential in Woking Town Centre that will arise in the latter part of the Plan period from sites that have not yet been specifically identified. This can contribute to the housing land supply in the last 5 years of the Plan period. Woking Town Centre is therefore identified as one of the broad locations for long-term residential development. This is in accordance with the overall spatial approach, 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, it will help to minimise the amount of land that will need to be needed to be released from the Green Belt to meet housing need”*.
29. Given the total site area of 0.4043 ha the proposed 243 dwellings result in a density of 601 dph - thus in excess of 200 dph as required by Policy CS10. On the basis of only the built area (i.e. the built footprint – 0.2928 ha) the density would be 830 dph. Whilst the northerly section of the site falls outside the Woking Town Centre boundary it nonetheless falls within a High Density Residential Area, as defined by the Proposals Map. Paragraph 5.61 of the Core Strategy states that *“Development proposals in the High Density Residential Areas, as defined on the Proposals Map, will be permitted at densities generally in excess of 70dph in order to make the most efficient use of land”*. High density does not always indicate poor design, though it can indicate overdevelopment. High densities can have benefits such as encouraging greater interaction between residents, enhancement of economic viability, support for public transport use, energy efficiency and reducing overall demand for development land and urban sprawl.
30. It is highly material that x167 of the x243 proposed new dwellings (i.e. 68.72%) would fall within the Woking Town Centre boundary, as it is defined on the Proposals Map, this being the most sustainable location within the Borough. Whilst x76 (31.28%) of the proposed new dwellings would fall outside of the Woking Town Centre boundary x52 of these dwellings would be provided at third floor level or lower (i.e. not within a ‘tall building’ element). Overall the new dwellings proposed would very largely fall within the Woking Town Centre boundary and, even where they would not, they would nonetheless fall within a High Density Residential Area and be situated immediately adjacent to the Woking Town Centre boundary.
31. It is therefore clear that the site is in a highly sustainable location which offers very significant scope to reduce the need the travel by private vehicle because of the proximity of

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existing services, jobs and public transport within Woking Town Centre. Residential development of this scale would also help to optimise the use of Previously Developed Land (PDL) and thus minimise the impact on important biodiversity and landscape features, and the use of Green Belt land to meet housing need (as per paragraph 5.55 of the Core Strategy). The residential density proposed is therefore not intrinsically inimical to the development given the location of the site although paragraph 5.64 of the Core Strategy emphasises that densities sought should not negatively affect the quality and character of an area and the general well-being of residents – the implications of a development of 601 dph (on basis of total site area) / 830 dph (on basis of only built footprint area) are addressed within the relevant sections of this report.

32. Whilst the site is not identified within the emerging Site Allocations Development Plan Document (SA DPD), and therefore constitutes a 'windfall' site, the absence of proposed allocation within the SA DPD is not inimical to the proposed housing-led redevelopment of the site, which would have a regenerative effect in its vicinity and contribute significantly towards the continuous enhancement of Woking Town Centre more broadly. In this respect paragraph 5.55 of the Core Strategy is also of great relevance, stating that "*it is considered that there is additional housing potential in Woking Town Centre that will arise in the latter part of the Plan period from sites that have not yet been specifically identified. This can contribute to the housing land supply in the last 5 years of the Plan period. Woking Town Centre is therefore identified as one of the broad locations for long-term residential development.*" This site is an example of such a site, having not been identified in the emerging SA DPD. If permitted and subsequently built out the site would be very likely to contribute to the housing land supply in the last 5 years of the Plan period (i.e. between 2022 and 2027).
33. It must also be borne in mind that one of the core objectives of achieving sustainable development, as per the NPPF, is an economic objective – to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Redevelopment of the site in the manner proposed provides a major opportunity to enhance economic activity and employment for both the construction and operational phases of the development; the proposed development would provide additional spend in the local area by the demolition and construction workforce and the new housing provided would accommodate new residents, resulting in a major positive impact for economic activity within the wider Borough and within Woking Town Centre (the principal centre of the Borough) in particular.
34. Paragraph 68 of the NPPF states that "*to promote the development of a good mix of sites local planning authorities should [inter alia]...support the development of windfall sites through their policies and decisions - giving great weight to the benefits of using suitable sites within existing settlements for homes*". Great weight should be afforded to the benefit of using this suitable site, which is partially within Woking Town Centre, and otherwise within a High Density Residential Area, for the provision of net additional homes.

Residential development - housing mix

35. Policy CS11 states that "*all residential proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced in the latest Strategic Housing Market Assessment in order to create sustainable and balanced communities [and 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.*" The latest Strategic Housing Market Assessment (SHMA) is the 2015 publication.

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36. The following table compares the different sizes of dwellings within the proposed development and level of need identified within the latest SHMA (2015 publication):

Dwelling size	Proposed development	SHMA Need (2015)	
		Market	Affordable
1 bedroom	70.37% (171)	10%	40%
2 bedrooms	29.63% (72)	30%	30%
3 bedrooms	0% (0)	40%	25%
4+ bedrooms	0% (0)	20%	5%

37. It can be seen that the proposed development would provide a mixture of 1 bedroom and 2 bedroom dwellings and that the percentage of 2 bedroom dwellings (29.63%) almost exactly matches the respective SHMA need (30%).
38. It is highly material that x167 of the x243 dwellings proposed (i.e. 68.72%) would fall within the Woking Town Centre boundary. Whilst x76 (31.28%) of the dwellings proposed would fall outside of the Woking Town Centre boundary these dwellings would nonetheless be provided within a High Accessibility Area and immediately adjacent to the Woking Town Centre boundary. Policy CS11 makes clear that Woking Town Centre is only an example of a location suitable for high density developments. As previously set out the site location is accepted as sufficiently sustainable for a high density development, notwithstanding that part of it is beyond the Woking Town Centre boundary. The impact of high density development on the character of the area is discussed later within this report.
39. Whilst the provision of 1 bedroom dwellings would be above the SHMA need, and no 3 bedroom and 4+ bedroom dwellings would be provided, paragraph 5.73 of the Core Strategy states that “*lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments*”. This site is such a location. The proposal is a high density development and therefore the flexibility of Policy CS11 (which is monitored Borough-wide), and the clear recognition in paragraph 5.73 of the Core Strategy that lower proportions of larger sized units will (emphasis added) be acceptable in these circumstances, leads to a conclusion that the proposed housing mix is appropriate in this location.

Residential development - affordable housing

40. Policy CS12 of the Core Strategy states that “*all new residential development on previously developed (brownfield) land will be expected to contribute towards the provision of affordable housing in accordance with the following criteria...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*”. However Policy CS12 also sets out that “*the proportion of affordable housing to be provided by a particular site will take into account the following factors...the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model)*”. Policy CS12 provides a clear set of considerations that will be taken into account in determining the final proportion of on-site affordable housing and detailed guidance is provided by SPD Affordable Housing Delivery (2014).
41. Paragraph 57 of the NPPF sets out that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage and that the weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the

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viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force.

42. With this in mind, the applicant has set out in the planning application form that no affordable housing is being proposed and has submitted the application with a financial viability assessment report (prepared by Savills) and a build costs estimate (prepared by Capital & Provincial) to demonstrate why the proposed development cannot viably provide any element of affordable housing, either on site or as a commuted payment in lieu. The Local Planning Authority (LPA) has retained specialist advisors to assess the submissions made by the applicant in this respect. Kempton Carr Croft (KCC) have analysed the submitted financial viability assessment report and build costs estimate, 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. Whilst there are issues of difference (i.e. build costs etc) between the assessment submitted by the applicant and that undertaken for the LPA by Kempton Carr Croft (KCC) the conclusion of KCC is nevertheless that it would not be financially viable for the applicant to provide any element of affordable housing, either on site or as a commuted payment in lieu.
43. However, despite being reduced to a level of developer's profit (8.91% - KCC's calculation) significantly lower than that stated as being required by a developer (20% of Gross Development Value (GDV) on the residential element and 15% of GDV on the commercial element), the financial viability assessment report prepared for the applicant (by Savills) states that "*the applicant is prepared to proceed with the development in the hope that the balance of costs and values improves over the life of the project*". KCC have therefore recommended that a late stage viability review is undertaken once approximately 70% of the units have been let or sold in order that the viability of the scheme can be reassessed and the possibility of providing an off-site commuted payment can be revisited. This could be secured through the Section 106 legal agreement.
44. The applicant states that development viability would have to improve substantially before current accepted indicators of viability are met, let alone a surplus generated, and is also concerned that the inclusion of a late stage viability review introduces financial uncertainty, makes it more difficult to fund the scheme and, ultimately, more difficult to deliver. The applicant has therefore offered an off-site commuted payment of £364,000 towards affordable housing to be made upon first occupation of the development, in lieu of a late stage viability review, if that is the preference of the Council; this is in order to provide certainty to the Council and help scheme delivery. Equally, if the Council decide they would prefer a late stage viability review, the applicant would be content for the application to be determined on either basis.
45. KCC have commented that it is impossible to say for certain, but values would need to improve, or costs would need to decrease, quite considerably before a commuted sum similar to £364,500, as is currently offered by the applicant, could be achieved. KCC also comment that values in Woking have not generally exceeded £525 to £550 psf over the last few years and with a number of flatted schemes currently being planned there will be a significant amount of competition for purchasers if these all come forward at a similar time.; competition tends to suppress values rather than increase them, due to the supply and demand principle. In addition KCC comment that a decrease in build costs has not been seen for many years, they are only increasing, and with the effects of Brexit and the Covid-19 pandemic being keenly felt, these issues are only further pushing the costs of materials up, together with pushing the length of construction out due to the amount of social distancing that needs to be implemented on sites, meaning that currently fewer trades people can operate at the same time. As such KCC comment that there is no guarantee that a surplus/commuted sum would not be forthcoming, but there would need to be a large increase in values and decrease in costs for this to occur which current market patterns do

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not indicate would be likely. It is therefore recommended that the offer made by the applicant of a commuted sum towards affordable housing of £364,000 is accepted in lieu of a late stage viability review.

46. The proposed development will require the demolition of x10 units of existing affordable housing located at Nos.28-37 Vale Farm Road (incl.); these were provided as the affordable dwellings relating to planning permission ref: PLAN/1998/0941 and are now owned and managed by the Hyde Group. The applicant states that the Hyde Group have an agreement in-principle with the Council's Housing Services team to rehouse the existing Vale Farm Road Hyde Group tenants and a sum of circa £1,500,000 has been agreed between the Hyde Group and WBC Housing Services to facilitate this. The applicant states that vacant possession of the Hyde Group owned part of the site will be contingent upon all existing Hyde Group tenants having been suitably rehoused and that the S106 can secure that all the Hyde Group tenants are rehoused prior to commencement of development.
47. On the basis of the preceding it is considered that Policy CS12 would be addressed.

Non-residential floorspace

48. Whilst the southerly section of the site falls within Woking Town Centre, as defined by the Proposals Map, it does not fall within the Primary Shopping Area in which Policy CS2 identifies that A1 retail uses (now falling within new Class E) will be the main focus. Therefore no requirement exists within planning policy to provide any retail floorspace, as appears to be suggested by some submitted letters of representation.
49. The southerly (i.e. Church Street West) section of the site presently provides two office buildings (Church Gate and Premier House), the loss of which has previously been considered in this report. An element (circa 399 sq.m) of modern commercial floorspace will be re-provided within the proposed development in the form of the new Class E use, which was inserted into The Town and Country Planning (Use Classes) Order 1987 (as amended) on 1 September 2020, and includes uses as a shop, to provide financial and professional services (not medical), café or restaurant or for office purposes. Movement between these uses within Class E is not development for planning purposes, and does not require planning permission. All of these uses are Town Centre Uses, as defined by the Glossary to the Core Strategy, and therefore appropriate in principle in accordance with Policy CS2, further supporting the development of Woking Town Centre as the primary centre for economic development in the Borough.
50. Overall therefore, subject to the further planning considerations set out within this report, the principle of the proposed development is considered to be acceptable, and in accordance with the Development Plan.

Design and impact upon the character of the area

Policy context

51. The NPPF sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development.
52. 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*

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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...*'.

53. 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*'.
54. 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*'.
55. Policy CS24 states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives. Development in this location should enhance the townscape character of Woking Town Centre, taking into account views and landmarks, appropriate building styles and materials.
56. There is an emerging character in Woking Town Centre for high density developments and tall buildings established by the Victoria Square development which is well advanced in construction and includes towers of 34, 30 and 23 storeys (PLAN/2014/0014) and planning application ref: PLAN/2016/0742 at Nos.30-32 Goldsworth Road, which has a resolution to grant planning permission subject to S106, 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.
57. The site is very largely located within Woking Town Centre, as defined by the Proposals Map. The proposed development takes the form of a single building consisting of a 17 storey central 'spine' element, with lower 'shoulder' elements on both sides (12 and 8 storeys respectively); these tallest 17, 12 and 8 storey elements all front Church Street West and fall within the Woking Town Centre boundary, as defined by the Proposals Map. The central 'spine' element would reach circa 60.9m AGL (Above Ground Level) in maximum height, with the 'shoulder' elements reaching maximum heights of circa 45.0m (12 storeys) and 30.9m (8 storeys) AGL respectively.
58. Ground floor level, as presented to Church Street West, would appear visually as a single storey albeit takes the form of a double height space which would accommodate an internal mezzanine level which would be set back from the front facade. The central 'spine' element would be heavily stepped, gradually stepping down in height to a 5 storey element, which would span the width of the Vale Farm Road part of the site, presenting to the termini of one of the 'arms' of Vale Farm Road. Two podium level communal external amenity spaces would be provided between the two 'shoulder' elements and the 5 storey element, with circa 30.5m separation provided between these facing elements. Above this podium level the building would be essentially "H"-shaped in plan form.
59. The tallest element of the proposed development would reach 17 storeys in height. The proposed development is therefore clearly 'tall' for the purposes of SPD Design (2015),

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which sets out that the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to, the following:

- *Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;*
- *Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;*
- *Contribute positively to the setting of identified heritage assets that might be affected by the proposal;*
- *Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and*
- *Pay particular attention to the environment created at ground floor. Proposals must be appropriate to the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.*

60. These criteria will inform the analysis undertaken within this report.

61. In line with the requirements of SPD Design (2015), as a tall building, the scheme has been subject to a formalised design review process prior to submission; being presented to the Design South East (Dse) Woking Design Review Panel (DRP) on 18 October 2019.

62. The key recommendations of the DRP are summarised below:

- A simpler compositional and material approach to the design of the current elevations could create a more elegant building that appears more comfortable in its massing. Potential for the two main facades of the building to specifically respond to the different character of the adjacent contexts by addressing the mews type square at the rear facing Vale Farm Road, and the more public civic frontage facing Church Street West at the front.
- The strategy around the terraces and greenery needs to be much more developed.
- The quality of internal communal spaces should be improved as they will be fundamental to the daily experience of residents and visitors.
- Many of the flats are relatively small which must be addressed either by improving their internal layouts, increasing their size, or both.
- The front of the building does not interact with the street in a satisfactory manner. This could be improved by allowing the building to meet the pavement more directly and by making the ground floor lobby space more visible from the street.

63. Since the DRP the proposed development has been amended, as set out within the Design and Access Statement (DAS).

64. The DAS sets out that the site is close to the junction of Goldsworth Road and Church Street West, which is a significant 'arrival point' into Woking Town Centre from the west.

65. The site is located towards the western periphery of Woking Town Centre, where the character is variable, and characterised by 4 and 5 storey buildings alongside low-rise dwellings and low-rise, low-density light industrial areas. Woking has recently seen the development of a number of tall buildings – to which the applicant refers in order to support the addition of the proposal's taller element of development within Woking Town Centre.

66. The tallest elements of the building would address Church Street West close to its junction with Goldsworth Road, which are main routes connecting to the 'commercial core' of Woking Town Centre from the west. This junction, characterised by mixed uses and commercial

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office buildings, can be considered something of a 'gateway' to Woking Town Centre and there is potential to improve the arrival experience at this location. Birchwood Court (Nos.49-55 Goldsworth Road) is a predominantly 5-storey building which rises to 7 storeys on its western elevation and already provides a focal point at the junction of Church Street West with Goldsworth Road. The proposed tallest elements can be considered to further enhance this 'gateway', albeit they do not very directly address it. It is a material consideration, albeit of somewhat limited weight, that the Local Planning Authority resolved to grant planning permission (ref: PLAN/2014/0941) for a 12 storey tower on the adjacent Welcome (former Coign) Church site. Whilst the required S106 legal agreement was never completed by that applicant, and thus that planning permission was never issued, that resolution nonetheless went some way towards establishing the principle of a tall building in this general location, serving to mark this western approach to Woking Town Centre. It is also material that the Welcome Church have since implemented planning permission (ref: PLAN/2018/0410, as subsequently amended) for, inter alia, a new auditorium, such that a tall building will now not come forwards on that adjacent site. In the absence of a tall building on the adjacent Welcome Church site the part of the Church Street West frontage included within this application is the next logical location for a tall building to serve to mark this western 'gateway' to Woking Town Centre. It is also of weight that the DRP panel report states, at paragraph 3.1, that *"we do not object to the height of the building, particularly in relationship to the emerging context of nearby taller buildings in Woking town centre. There is a relative modesty to the building, which we support, however the building is still large and the approach to massing does not mitigate this size as well as it could"*.

67. The heavily stepped form of the central 'spine' element would provide a number of private and communal external amenity spaces. The tallest 17 storey element would be relatively slim where presented to Church Street West with the chamfered bay serving to reduce the perceived width of this element further. Whilst the central 'spine' element of the building would be very deep this depth would be mitigated by the heavily stepped form, which would gradually descend in height to 5 storeys where fronting Vale Farm Road, with further mitigation being provided by the chamfered 'ends' of the stepped elements of this central 'spine'. In closer range views the essentially 'H' shaped plan form (above podium level) of the building would be readily evident, with the central 'spine' heavily set away from the side boundaries of the site, thus serving to break up the bulk and massing of the building. The combination of the "H" shaped plan form (above podium level), the stepped heights of the central 'spine' and 'shoulders' would serve to mitigate the mass and bulk of the building. A good level of articulation would be provided by a combination of inset and projecting balconies.
68. In views west along Church Street West, and from the Goldsworth Road / Church Street West junction, the tallest elements of the proposed development in particular would be seen against the existing 'backdrop' of the replacement red car park (ref: PLAN/2018/1114), presently well advanced in construction, which itself would have x12 'readable' storeys and measure 40.6m AGL (above ground level) to the main roof height, being comparable in height to the 12 storey 'shoulder' element (circa 45.0m AGL) and greater in height than the 8 storey 'shoulder' element (circa 30.9m AGL).
69. In such views the proposed development would also be viewed in close context with the existing 11 storey Premier Inn hotel on Church Street West (ref: PLAN/2011/0671) which measures 36.0m in height AGL at its tallest, greater than that of the 8 storey 'shoulder' element (circa 30.9m AGL). In views from the north, particularly from the opposite side of the Basingstoke Canal, from Horsell Moor and Brewery Road, the heavily stepped nature of the central 'spine' element would be readily apparent, as would the lower 12 and 8 storey heights of the 'shoulder' elements either side of the tallest element of the central 'spine'. The building would clearly be prominent from short-range views – particularly from the corner of Poole Road, the Morrison's roundabout, and Vale Farm Road – however it is considered that

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it would be an attractive design and its relative height can be seen as a positive attribute that signals its proximity to the 'commercial core' of Woking Town Centre.

70. The central 'spine' and adjoining 'shoulder' elements would be clad with natural limestone panels, a similar approach to that taken in respect of the residential towers at the nearby Victoria Square development. The top two floors of both the central 'spine' and the adjoining 'shoulders' would be stepped back from the main façade and display a differing architectural language to the lower elements - a metal clad approach - so as to 'terminate' these elements of the building. The side and 'rear' elevations would be largely finished in white render, a material evident to elevations of the nearby New Central tower (close to Victoria Arch) and at Centrium and Eastgate (close to Woking railway station), which also utilise a similar stepped building form to that of the central 'spine' element; the light render finish would imbue a 'lightness' to this element of the building. There is articulation in the fenestration layout and variety in the external cladding materials which would serve to further mitigate the mass and bulk, in addition to the general building form.
71. Along Church Street West, and Vale Farm Road, the ground floor facades would be heavily glazed, with elements of glazing dissected by metal 'fins', resulting in a contemporary finish. The approach to these ground floor facades, in heavily glazing them in order that they present an active frontage, and facilitating views of the activity within, is appropriate.
72. Whilst 17 storeys is a tall element within its immediate context, it is considered that the tower is appropriate in townscape terms as it is located towards the western edge of Woking Town Centre in what could perform as a 'gateway' location to the 'commercial core' of Woking Town Centre and can be considered to relate to a number of taller buildings including the x11 storey Premier Inn hotel, the replacement x12 storey red car park (under construction), and the x30+ storey Victoria Square development nearby. The design overall is considered to make a positive contribution to the street scene and pays regard to scale, height, proportions, building lines, layout and materials of nearby buildings and land. The design is considered to meet the design requirements of policies CS2, CS21 and CS24. Whilst it is acknowledged that the site as a whole, and thus the proposed building, does not fall within the Woking Town Centre boundary, as defined by the Proposals Map, the tallest elements do fall within the Woking Town Centre boundary and the building descends to 5 storeys in order to address the more suburban context of Vale Farm Road.
73. The site falls within Character Area 10: 'Woking Town Centre' of the Woking Character Study 2010, within the area shaded grey and referenced as 'Town Centre Redevelopment'. It is closely bounded by 'Modern', 'Late Victorian' and 'Other'. The Townscape and Visual Assessment submitted with the application also states that the periphery of the commercial area does have a sense of being 'left behind' with the injection of modern development into the central area of Woking Town Centre.
74. There would be an indirect affect upon some surrounding townscape areas, and there will clearly be an awareness of the proposed development from a number of locations, albeit often in the background of views and in many places only partially visible above existing buildings and/or tree coverage. However the scheme is considered to be of a high quality. Furthermore, in many views the configuration of the building, with heavily stepped heights to its central 'spine' and 'shoulders', will provide visual interest. The building will also be seen as part of a wider townscape defining the location of Woking Town Centre, which is identified as undergoing significant change within the Woking Core Strategy (2012).
75. In summary, it is considered that the adopted approach in terms of design, layout and height is sound and justifiable and will create a high quality addition to the skyline of Woking Town Centre in its own right as a landmark development at a key intersection. It is clear that the scheme would result in a significant development largely within Woking Town Centre.

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Nevertheless, the proposal is considered to be of high quality, taking into account the site's opportunities and constraints.

Built heritage

Policy background

76. A key objective of the Core Strategy is to preserve and enhance the heritage assets of the Borough. Policy CS20 seeks to protect and enhance the Borough's heritage assets in accordance with relevant legislation and guidance in the National Planning Policy Framework (NPPF). Policy CS21 lists a number of design criteria that new development should meet, and the SPD Design (2015) provides supplementary guidance on the design of new development affecting heritage assets.
77. Policy CS20 states that new development must respect and enhance the character and appearance of the area in which it is proposed whilst making the best use of the land available and that new development should also make a positive contribution to the character, distinctiveness and significance of the historic environment. Policy CS20 states that the heritage assets of the Borough will be protected and enhanced in accordance with relevant legislation and national guidance as set out in the NPPF. In this regard heritage assets include, inter alia (others not relevant in this instance), Listed Buildings (statutory and non-statutory) and Conservation Areas. Policy CS20 also states that there will be a presumption against any development that will be harmful to a listed building.
78. Policy DM20 provides more detail on the design of development proposals which affect a heritage asset and/or their setting. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:
- “in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”*
79. Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:
- “in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area”*
80. The Glossary to the NPPF provides a number of definitions with regard to assessing the impact upon heritage assets:
- “Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing);*
- Setting of heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surrounding evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral; and*

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Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance"

81. It is one of the core principles of the NPPF that heritage assets should be conserved in a manner appropriate to their significance. Chapter 16 of the NPPF, at paragraph 190, sets out that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal. Paragraphs 193-202 of the NPPF set out the framework for decision making in planning applications relating to heritage assets and this application takes account of the relevant considerations in these paragraphs.
82. Paragraph 197 of the NPPF states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application and that "*in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*".
83. In terms of built heritage impacts it is the degree of harm, rather than the scale of development which must be assessed. Harm may arise from works to the asset itself or from development within its setting. The application proposes no works to heritage assets and therefore the only built heritage harm which may potentially arise would be as a consequence of development within the setting of nearby built heritage assets.

Assessment

Statutory listed building

84. The closest statutory listed building to the site is:

Woking Signal Box, Woking Station at West End of Platforms 2 and 3 (Grade II) –

85. Architectural and historic interest because it demonstrates the changing styles of railway architecture during the 1930s. Although currently standing unoccupied, the building retains a variety of its architectural detailing and retains its character as an Art-Deco 1930s Signal Box.
86. Situated approximately 315m south-east of the site, the signal box is positioned at the centre of the railway tracks of the South Western Railway, along the western edge of Woking Station. Several high-rise buildings are situated to the south of Signal Box, south of the station. To the north, mature planting and fencing separate the listed Signal Box from the High Street and associated buildings, creating a degree of separation between built form. Due to the collective considerations that the signal box is best experienced from within its immediate setting, due to the security and fencing associated with Woking Station, distance, and the level of intervening development, including the existing tall buildings which form the Victoria Square development, between the site and the signal box, the proposed development would preserve the significance of this designated heritage asset.

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87. Other statutory listed buildings within the locality are sufficiently distant, and with intervening landscape and built form, such that there would be no degree of harmful indirect effects upon their significance.

Conservation areas

88. The site is not located within a Conservation Area, however, a number of Conservation Areas are situated within the surrounding area that have the potential to be indirectly affected by the scheme. These are:

Woking Town Centre Conservation Area

89. Situated approximately 300m south-east of the site. It comprises the historic core of Woking and includes the surviving 19th century buildings and historic street pattern of the town. It is these elements which principally define its special interest. Interspersed with more recent 20th and 21st century developments are the original Victorian shopping parades built in the 1860s alongside the coming of the railway and the subsequent development of 'new' Woking. The architectural quality of the buildings varies significantly. Nevertheless, the properties display an eclectic mix of architectural merit with many significant features typical to the architectural ornamentation and design of the Victorian era.
90. The historic core of the CA is wholly experienced within a distinctly urban context; it is surrounded by late-20th century and modern built development which is demonstrative of the expansion of Woking Town Centre and the movement of its principal retail core from the historic High Street towards the areas around Wolsey Place and The Peacocks Shopping Centres. As such, the CA surroundings have been significantly altered through the continual redevelopment of the town.
91. The proposed development will have little visual or perceptual effect upon the Woking Town Centre CA. The existing tall buildings forming the development at Victoria Square lie between the site and the CA; due to their height and form these existing tall buildings would restrict any intervisibility between this CA and the proposed development. Furthermore the relatively tight urban grain of this CA, and height and form of the buildings within, restrict views in the direction of the site. Whilst the proposed development may be visible in some very limited views from within the CA it would nonetheless be appreciated within the context of many modern and tall buildings that are visible throughout the CA. Consequently it is considered that the proposed development would preserve the special interest of the Woking Town Centre CA.

Basingstoke Canal Conservation Area

92. Situated approximately 100m north of the site. Historic canal completed in 1794 which traverses the Borough. Its boundary forms a linear CA and is focused upon the canal as well as some of the immediate adjoining land and built development. Its essential role in transport assisted the development of many towns along the banks. Today, it provides a strip of rural land for wildlife and recreational activities. Its special interest is defined by the historic waterway and its role in the development of the town.
93. The stretch of the CA which runs through the urban area, including through Woking Town Centre, to the north of the site is experienced within the context of the surrounding urban environment. Nonetheless it is acknowledged that the towpath route, notwithstanding its traversal of the urban area in this location, does have a sense of removal from the urban noise and activity.

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94. From along the canal towpath, there are views, often glimpsed, towards the existing tall buildings, including the existing tall building development at Victoria Square, Export House, the replacement red car park (under construction) and the Premier Inn hotel on Church Street West, which define Woking Town Centre. There is also a constant awareness of the movement, traffic, people and development associated with this part of the urban area. Views of the surrounding urban context are, however, in places partially, and in places heavily, screened by the existing vegetation which borders the canal. As such, views and glimpses of the proposed development would be seen in this context, and in the context of existing tall buildings in Woking Town Centre. There would remain circa 100m of separation between the proposed development (at that point it would be 5 storeys in height) and the canal and there will be no sense of overbearing or reduction of the open aspect of the waterway. Consequently, the proposed development would preserve the special interest of the Basingstoke Canal CA.

Other Conservation Areas

95. In addition to the preceding there are other Conservation Areas situated within a 1km (i.e. 1,000m) radius of the site. These include:
96. Wheatsheaf CA - situated approximately 551m north-east of the site. Characterised by a mid-Victorian to late-Victorian residential settlement. The area is well developed in a linear structure featuring large properties of good architectural quality; the houses are either detached or semi-detached and sit on large plots. There are a number of locally listed properties within the CA which date from the early 19th century and were among the first to be built in the area. The area abuts Wheatsheaf Common, a historic recreational ground.
97. Ashwood Road / Heathside Road CA - situated approximately 625m south-east of the site. A mid-19th century residential development with a formal shield shaped layout. The earliest buildings in the CA originate from the 1860s. These buildings were constructed after Henry Abraham, the architect for Brookwood Cemetery, set out a road layout for the area. In 1870, there were two buildings within the area boundaries, Heathside Farm and Oldlands Farm, the rest of the area was farm lands. Over time these farm lands were divided up to form a residential development. The historic road pattern is still in place and the area consists of large detached dwellings set on large landscaped plots. The houses are typical of the Arts and Crafts style and have strong architectural quality and design. Many properties feature detailed chimneys, ornate brick work, large dormers and steeply pitched roofs.
98. Horsell CA - situated approximately 451m north-west of the site. By the mid-12th century there were signs of settlement in the Horsell area. The Church of St Mary The Virgin also dates from this period. The development is characterised by good quality late Victorian and Edwardian houses which remain virtually intact; the properties are large and have substantial gardens. Most of the buildings are of limited architectural and historic interest but all contribute to the street scene and many are locally listed.
99. Mount Hermon CA - situated approximately 575m south-west of the site. Probably the most significant development in Woking south of the railway line following the completion of the station in 1838. Contains excellent examples of Edwardian suburban housing; the majority of the original houses in the area have a distinctive architectural style with steep pitched roofs and decorative timber work to the elevations.
100. Any changes to the setting of the preceding Conservation Areas would relate only to the appearance of the taller proposed building in remote views, the boundary of all these preceding CAs being at least 400m distant and generally further distant than this. Given the separation distances involved, combined with the 17 storey maximum height (circa 60.9m AGL) of the proposed development, that the proposed development would have lower height

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'shoulders' and a heavily stepped central 'spine', the proposed development would not be particularly apparent in views from within these CAs. Whilst the proposed development may be visible in some, albeit likely very limited viewpoints, from within these CAs such views are likely to consist of only the upper floors of the central 17 storey 'spine' element, which steps down in height to the north, and in which the proposed development would form part of the existing tall buildings cluster which is emerging within Woking Town Centre. Consequently, the proposed development would preserve the special interest of the preceding CAs.

Locally listed building

101. The closest locally listed building to the site is Nos.65-77 Goldsworth Road, approximately 65m to the west/south-west. The proposed development would have only an indirect effect, on this non-designated heritage asset, mainly in views moving towards the site from a westerly direction along Goldsworth Road. However in such views the proposed development would be read against the existing 'backdrop' of the replacement red car park, presently well advanced in construction, which would have x12 'readable' storeys and viewed in close context with the existing 11 storey Premier Inn hotel on Church Street West, among other mixed development types within the 'commercial core' of Woking Town Centre. As such the proposed development would not harm the significance of this non-designated heritage asset.
102. Other non-designated heritage assets within the locality are sufficiently distant, and with intervening landscape and built form, such that there would be no degree of harmful indirect effects upon their significance.

Conclusion on built heritage

103. The Council's Historic Buildings Advisor does not raise any issues with the proposed development in built heritage terms. Historic England do not wish to offer any comments on the application. Overall the proposed development would result in no direct effect upon any built heritage asset (archaeology is considered separately). Furthermore the proposed development would not be harmful to the setting (an indirect effect) of any statutory listed building or Conservation Areas (designated heritage assets) or any locally listed buildings (non-designated heritage assets). The proposed development therefore complies with Policy CS20 of the Woking Core Strategy, Policy DM20 of the DM Policies DPD, the relevant provisions of the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

Archaeology (below-ground heritage)

104. Section 16 of the NPPF places the conservation of archaeological interest as a material planning consideration. Paragraph 189 of the NPPF states that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation. Policy CS20 states that on all development sites over 0.4 hectares an archaeological evaluation and investigation will be necessary if, in the opinion of the County Archaeologist, an archaeological assessment demonstrates that the site has archaeological potential.
105. Whilst the site does not fall within an Area of High Archaeological Potential (AHAP) the site area exceeds 0.4 hectares. An archaeological desk-based assessment report has been submitted with the application and assesses the archaeological potential of the application area and the likely impact of the proposed development on archaeological remains. The principal conclusions of the assessment are that there are no known heritage assets within

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the application area, the application area is considered to have a low potential to contain buried remains from all archaeological periods, with only a modestly higher potential for prehistoric remains, cartographic sources indicate that the application area was former heathland and open agricultural land up to the late 19th-century, when it was developed for housing and was further developed in the 1980s and 1990s with the construction of Church Gate, Premier House and Nos.28-37 Vale Farm Road. The assessment sets out that no archaeological investigations were undertaken during these previous developments, which are likely to have had a major impact on below ground deposits, and therefore concludes that a limited watching brief during construction might be appropriate mitigation, should the proposal be permitted.

106. The County Archaeological Officer comments that the submitted desk-based report is a fair assessment of the archaeological potential of the application area, that they are in broad agreement with the conclusions and that, having considered the low archaeological potential of the site, the likely extent of impacts from recent development, and the County Archaeology office's advice for similar, recent, proposed developments nearby, they are content that even a limited watching brief is not merited should the proposal be permitted. Therefore no further action (i.e. conditions) is therefore required and, in respect of archaeology, the proposed development complies with policies CS20 and DM20 and the relevant provisions of the NPPF.

Impact upon neighbouring residential amenity

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

Daylight and sunlight impacts

108. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within a Daylight and Sunlight Report (dated March 2021) (hereafter referred to as the assessment) carried out in compliance with the methodology outlined within the Building Research Establishment (BRE) Guide 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)', a recognised industry tool for assessing these effects (hereafter referred to as the BRE Guide). The BRE guide is however a guide and compliance is not mandatory, since the actual effect can be influenced by other factors. The BRE Guide is referred to within SPD Outlook, Amenity, Privacy and Daylight (2008).
109. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that the advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.
110. It is also a material consideration that Paragraph 123(c) of the NPPF states that "*local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering*

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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)".

111. Rooms in adjoining or nearby housing where daylight is required include living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed as daylight is not required to these rooms. Vertical Sky Component (VSC) and No Sky Line ('NSL') are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.
112. Commercial properties are generally not treated as having a reasonable expectation of daylight or sunlight because they are usually designed to rely on electric lighting to provide sufficient light by which to work rather than natural daylight or sunlight.

Vertical Sky Component (VSC)

113. Vertical Sky Component (VSC) quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. According to the BRE Guide if the VSC, with the new development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.
114. It is important to note that although the VSC is the best guide to determine impacts, as it describes the amount of light entering a window and how it is affected by an obstruction, other factors not considered, such the size or use of the room, how large the windows are, whether rooms have more than one window, or if they are dual aspect and so have another source of daylight, are also relevant, as they all potentially affect the significance of the impact in terms of living conditions and usability.

No Sky Line (NSL)

115. Where room layouts are known, the impact on the daylighting distribution in existing buildings can be found by plotting the 'no sky line' in each of the main rooms. For housing this would include living rooms, dining rooms and kitchens; the BRE Guide states that bedrooms should also be analysed although they are less important. The no sky line divides points on the working plane (in housing assumed to be horizontal and 0.85m high) which can and cannot see the sky. The BRE Guides states that if, following construction of a new development, the no sky line moves so that the area of the existing room, which does not receive direct daylight, is reduced to less than 0.8 times its former value (ie. a greater than 20% reduction) this will be noticeable to the occupants, and more of the room will appear poorly lit; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.
116. The BRE Guide also states that the guidelines need to be applied sensibly and flexibly; if an existing building contains rooms lit from one side only and greater than 5.0m deep, then a greater movement of the no sky line may be unavoidable.

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Average Daylight Factor (ADF)

117. The most effective way to assess quality and quantity of daylight within rooms is by calculating the Average Daylight Factor (ADF). The ADF, which is a measure of the overall amount of daylight in a space, is the ratio of the average illuminance on the working plane in a room to the illuminance on an unobstructed horizontal surface outdoors, expressed as a percentage.

118. The ADF takes into account the VSC value, i.e. the amount of skylight received on windows, the size and number of windows serving a single room, the diffuse visible transmittance of the glazing used, the maintenance factor and the reflectance of the room surfaces. Therefore ADF is considered as a more detailed and representative measure of the daylight levels within rooms. Where there are multiple windows serving a single room the ADF due to each one can be added together. The ADF value determines the level of interior illumination that can be compared with BS 8206-2, recommending minimum values of:

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

119. The assessment considers potential VSC and NSL impacts on surrounding residential properties together with the resultant ADF.

120. The VSC and NSL analysis results for the proposed development demonstrate that the effect upon the daylight amenity of the following properties will be negligible, meaning that no alteration, or a small alteration from the existing scenario which is within the numerical levels suggested in the BRE Guidelines, would arise. On this basis loss of daylight amenity will not be noticeable to occupants of the following buildings and would result in negligible effect:

- 21 Oaks Road
- 23 Oaks Road
- 27 Oaks Road
- 65 Vale Farm Road
- 67 Vale Farm Road
- 69 Vale Farm Road
- 26 Vale Farm Road
- 27 Vale Farm Road
- Cap Gemini House
- Spectrum House
- 65-71 Goldsworth Road
- 73-77 Goldsworth Road
- 2 Oaks Road
- 4 Oaks Road
- 6 Oaks Road
- 8 Oaks Road
- 10 Oaks Road
- 12 Oaks Road
- 14 Oaks Road
- 16 Oaks Road
- Vale House
- 1-16 Vale Farm Road (incl.) (flatted block)
- 20-32 Goldsworth Road – 2016 resolved to grant PP subject to S106 scheme

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

No.25 Oaks Road

- 3 windows tested
- 1 fail (33%)
- Only a single first floor window/room is impacted beyond the BRE Guidelines. The NSL loss (20.26%) is very marginally beyond the BRE 'noticeable' effect of 20.00% and the VSC loss only 6.95% (compared to the BRE 'noticeable' effect of 20.00%). In addition the affected room is highly likely to be a bedroom given its location in the first floor at the rear and retains ADF of 1.27%, above the BRE Guideline of 1.0% for bedrooms. Having regard to these cumulative factors very small harm arises.

Nos.21-25 Church Street West

122. Of the 67 windows tested 9 windows fail the BRE Guidelines (i.e. 13%). Nos.21-25 is a present office building. Although benefiting from prior approval for change of use to residential (ref: PLAN/2018/0176 - which has been assessed) development under that prior approval must be completed by 03.04.2021 in order to be lawful. There is no evidence of development to implement PLAN/2018/0176 having been commenced and the assessed situation, with Nos.21-25 being within residential use, is therefore a rather 'notional' one. The daylight impacts are considered to predominantly give rise to small to moderate harms, when taking into account the combined considerations of VSC, NSL and retained ADF, albeit there are three significant harms albeit these occur to 'notional' habitable residential rooms as opposed to existing habitable residential rooms. The BRE Guideline fails are considered in further detail below:

Ground floor

- 14 windows tested
- 2 fails (14%)
- LKD/R1 – The mean VSC loss of 43.32% is significant although NSL loss of 2.49% is very minor. The LKD nonetheless retains ADF of 2.14%, in excess of the 1.50% BRE Guideline. Small harm.
- Bedroom/R2 – The mean VSC loss of 67.48%, and NSL loss of 53.89%, are both significant although the bedroom retains ADF of 0.83%, not significantly below the BRE Guideline of 1.00%. Moderate harm.

First floor

- 22 windows tested
- 3 fails (14%)
- LKD/R1 – The mean VSC loss of 40.17% is significant, although NSL loss of 1.13% is very minor. LKD nonetheless retains ADF of 2.38%, in excess of the 1.50% BRE Guideline. Small harm.
- Bedroom/R2 – The VSC loss of 76.35%, and NSL loss of 69.66%, are both significant although the bedroom retains ADF of 0.85%, not significantly below the BRE Guideline of 1.00%. Moderate harm.
- LKD/R3 – The mean VSC loss of 24.99% is moderate, and the NSL loss of 0.76% very minor. The LKD nonetheless retains ADF of 1.90%, in excess of the 1.50% BRE Guideline. Small harm.

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Second floor

- 22 windows tested
- 1 fail (5%)
- Bedroom/R2 – The VSC loss of 83.43%, and NSL loss of 83.34%, are both significant although the bedroom retains ADF of 0.65% compared to the 1.00% BRE Guideline. Significant harm.

Third floor

- 9 windows tested
- 3 fails (33%)
- Bedroom/R1 – The VSC loss of 69.01%, and NSL loss of 62.61%, are both significant however bedroom nonetheless retains ADF of 1.02%, above the 1.00% BRE Guideline. Small harm.
- LKD/R2 – The VSC loss of 68.96%, and NSL loss of 59.46%, are both significant – LKD retains ADF of 0.48% compared to BRE Guideline of 1.50%. Significant harm.
- LKD/R3 - VSC loss of 64.92%, and NSL loss of 65.68%, are both significant – LKD retains ADF of 0.59% compared to BRE Guideline of 1.50%. Significant harm.

Birchwood Court

123. Of the 56 windows tested 22 windows fail the BRE Guidelines (i.e. 39%). It is noted that Birchwood Court benefitted from planning permission (ref: PLAN/2014/0340), granted on 30.03.2015, for the conversion of part of the ground floor to x4 further flats. Development to implement this planning permission does not appear to have commenced and PLAN/2014/0340 therefore appears to have lapsed on 30.03.2018; as such the ground floor 'windows' do not need to be considered.

124. The daylight impacts are considered to predominantly give rise to moderate harms, with some small harms also, when taking into account the combined considerations of VSC, NSL and retained ADF, albeit there are a five significant harms. There is some significant loss of daylight impact to Birchwood Court. 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. The BRE guidance and National Planning Practice guidance states that lower daylight levels may be unavoidable in urban locations. 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, on balance, to form an acceptable relationship with Birchwood Court in respect of daylighting impacts. The BRE Guideline fails are considered in further detail below:

First floor

- 14 windows tested
- 6 fails (43%)
- LKD/R1 – The mean VSC loss of 54.27% is significant although NSL loss is below 20% 'noticeable' effect. LKD retains ADF of 1.13% compared to BRE Guideline of 1.50%. Moderately harmful.
- Bedroom/R2 – The VSC loss of 66.29%, and NSL of 66.02%, are both significant although the bedroom retains ADF of 0.84%, not significantly below the BRE Guideline of 1.00%. Moderately harmful.
- LKD/R3 – The mean VSC loss of 69.22%, and NSL of 69.63%, are both significant – LKD retains ADF of 0.56% compared to BRE Guideline of 1.50%. Significantly harmful.

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- Bedroom/R4 – The mean VSC loss of 68.39%, and NSL of 53.25%, are both significant although the bedroom retains ADF of 1.05%, above the 1.00% BRE Guideline. Small harm.
- Bedroom/R5 – The VSC loss of 66.40%, and NSL loss of 78.82%, are both significant – Bedroom retains ADF of 0.71% compared to 1.00% BRE Guideline. Moderately harmful.
- Bedroom/R8 – The VSC loss of 42.81% is significant, although NSL loss is below 20% 'noticeable' effect. Bedroom retains ADF of 0.45% compared to 1.00% BRE Guideline. Moderately harmful.

Second floor

- 14 windows tested
- 6 fails ((43%)
- LKD/R1 – The mean VSC loss of 55.63% is significant although NSL loss is below 20% 'noticeable effect'. LKD retains ADF of 1.21% compared to BRE Guideline of 1.50%. Moderately harmful.
- Bedroom/R2 – The VSC loss of 67.66%, and NSL of 63.80%, are both significant although the bedroom retains ADF of 0.89%, not significantly below the BRE Guideline of 1.00%. Moderately harmful.
- LKD/R3 – The mean VSC loss of 70.07%, and NSL of 73.68%, are both significant. LKD retains ADF of 0.61% compared to BRE Guideline of 1.50%. Significantly harmful.
- Bedroom/R4 – The mean VSC loss of 69.89%, and NSL of 52.67%, are both significant although the bedroom retains ADF of 1.13%, above the BRE Guideline of 1.00%. Small harm.
- Bedroom/R5 – The VSC loss of 67.96%, and NSL of 77.85%, are both significant - bedroom retains ADF of 0.75% compared to 1.00% BRE Guideline. Moderately harmful.
- Bedroom/R8 – The VSC loss of 44.48% is significant although NSL loss of 2.46% is well below the 'noticeable' effect. Bedroom retains ADF of 0.46% compared to 1.00% BRE Guideline. Moderately harmful.

Third floor

- 14 windows tested
- 6 fails (43%)
- LKD/R1 – The mean VSC loss of 51.81% is significant although NSL loss of 14.01% is below the 'noticeable' effect. LKD retains ADF of 1.48%, not significantly below the BRE Guideline of 1.50%. Moderately harmful.
- Bedroom/R2 – The VSC loss of 67.80%, and NSL loss of 61.76%, are both significant although bedroom retains ADF of 0.93%, not significantly below the BRE Guideline of 1.00%. Moderately harmful.
- LKD/R3 – The mean VSC loss of 68.26%, and NSL loss of 70.96%, are both significant. LKD retains ADF of 0.81% compared to the BRE Guideline of 1.50%. Significantly harmful.
- Bedroom/R4 – The mean VSC loss of 67.58%, and NSL loss of 50.53%, are both significant however the bedroom retains ADF of 1.45%, beyond the BRE Guideline of 1.00%. Small harm.
- Bedroom/R5 – The mean VSC loss of 67.67%, and NSL loss of 75.89%, are both significant – bedroom retains ADF of 0.79% compared to 1.00% BRE Guideline. Moderately harmful.
- Bedroom/R8 – The VSC loss of 44.81% is significant, although the NSL loss of 1.59% is well below the 'noticeable effect' – bedroom retains ADF of 0.48% compared to 1.00% BRE Guideline. Moderately harmful.

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Fourth floor

- 11 windows tested
- 3 fails (27%)
- Bedroom/R1 – The VSC loss of 63.79%, and NSL loss of 41.99%, are both significant – bedroom retains ADF of 0.69% compared to 1.00% BRE Guideline. Moderately harmful.
- LKD/R2 – The mean VSC loss of 68.82%, and NSL of 43.24%, are both significant – LKD retains ADF of 1.01% compared to 1.50% BRE Guideline. Significantly harmful.
- Bedroom/R3 – The mean VSC loss of 63.31%, and NSL loss of 69.47%, are both significant – bedroom retains ADF of 0.59% compared to 1.00% BRE Guideline. Significantly harmful.

Sixth floor

- 3 windows tested
- 1 fail (33%)
- LKD/R1 – The mean VSC loss of 22.20% is just beyond the 20.00% 'noticeable' effect, and NSL loss is 0%). LKD retains ADF of 3.37%, well above the 1.50% BRE Guideline. Small harm.

Greenwood House (upper levels of Woking Fire Station)

125. Of the 24 windows tested 10 windows fail the BRE Guidelines (i.e. 41%). However the daylight impacts are considered to wholly give rise to small harms, when taking into account the combined considerations of VSC, NSL and retained ADF. The BRE Guideline fails are considered in further detail below:

First floor

- 6 windows tested
- 4 fails (66%)
- Bedsit/R2 – NSL loss of 23.21% a small margin beyond 'noticeable' effect and VSC loss of 16.66% is below 'noticeable' effect – Room retains ADF of 1.20%. Small harm.
- Bedsit/R3 – NSL loss of 20.05% a very small margin beyond 'noticeable effect' - mean VSC loss of 11.37% well below 'noticeable' effect – Room retains ADF of 1.52%. Small harm.
- Bedsit/R4 – VSC loss of 20.13% a very small margin beyond 'noticeable' effect. Moderate NSL of 32.35% - Room retains ADF of 1.11%. Small harm.
- Bedsit/R5 – VSC loss of 20.94% a very small margin beyond 'noticeable effect'. Moderate NSL loss of 38.68% - Room retains ADF of 1.33%. Small harm.

Second floor

- 6 windows tested
- 2 fails (33%)
- Bedsit/R4 – Moderate NSL loss of 30.06% although VSC loss of 19.03% is below 'noticeable' effect – Room retains ADF of 1.16%. Small harm.
- Bedsit/R5 – Moderate NSL loss of 33.38% although VSC loss of 19.66% is below 'noticeable' effect - Room retains ADF of 1.38%. Small harm.

Third floor

- 6 windows tested
- 3 fails (50%)
- Bedsit/R3 – NSL loss of 23.29% a small amount beyond 'noticeable' effect and mean VSC loss of 9.20% is below 'noticeable' effect – Room retains ADF of 1.72%. Small harm.

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- Bedsit/R4 – NSL loss of 28.18% is not significantly beyond ‘noticeable’ effect and VSC loss of 17.55% below ‘noticeable’ effect – Room retains ADF of 1.18%. Small harm.
- Bedsit/R5 – NSL loss of 27.45% is not significantly beyond ‘noticeable’ effect and VSC loss of 18.06% below ‘noticeable’ effect – Room retains ADF of 1.40%. Small harm.

Fourth floor

- 6 windows tested
- 1 fail (16%)
- Bedsit/R4 – NSL loss of 24.76% is not significantly beyond ‘noticeable’ effect and VSC loss of 16.70% below ‘noticeable’ effect – Room retains ADF of 0.46%. Small harm.

Technology House, 48-54 Goldsworth Road

126. The BRE Guidelines fails occur only at third floor. Above ground floor level Technology House presently provide office floorspace. Although benefiting from prior approval for change of use to residential (ref: PLAN/2020/0244 - which has been assessed) development under that prior approval must be completed by 29.04.2023 in order to be lawful. The assessed situation, with Technology House (above ground floor level) being within residential use, is therefore a rather ‘notional’ one. The daylight impacts are considered to wholly give rise to small harms, when taking into account the combined considerations of VSC, NSL and retained ADF. The BRE Guideline fails are considered in further detail below:

Third floor

- 10 windows tested
- 4 fails (40%)
- Unknown/R1 – NSL loss of 22.96% is not significantly beyond ‘noticeable’ effect and VSC loss of 18.23% below ‘noticeable’ effect. Small harm.
- Unknown/R2 – NSL loss of 27.24% is not significantly beyond ‘noticeable’ effect and VSC loss of 17.72% below ‘noticeable’ effect. Small harm.
- Unknown/R4 – NSL loss of 23.73% is not significantly beyond ‘noticeable’ effect and VSC loss of 16.56% below ‘noticeable’ effect. Small harm.
- Unknown/R6 – NSL loss of 21.90% is not significantly beyond ‘noticeable’ effect and VSC loss of 15.35% below ‘noticeable’ effect. Small harm.

Sunlight impacts

Sunlight impact to windows

127. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window, or area of ground, being assessed relative to the position of due south. The BRE guide recommends that all main living rooms facing within 90° of due south (ie. facing from 90° to 270°) should be checked for potential loss of sunlight; kitchens and bedrooms are less important.

128. The BRE Guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of APSH between 21 September and 21 March (for ease of reference this period is referred to as ‘winter months’), and receives less than 0.8 times its former sunlight hours during either period (i.e. more than a 20% reduction) and has a reduction in sunlight received over the whole year greater than 4% of APSH. In this context ‘Probable sunlight hours’ means the

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total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question.

129. There are 97 windows serving residential 6 properties (either existing residential or with extant prior approval for office-to-residential conversion) surrounding the site which are relevant for sunlight amenity assessment, which have all been assessed in terms of total and winter APSH. The APSH method of assessment indicates that the proposed development will result in fully BRE compliant APSH alterations to 82.5% (i.e. 80 out of 97) of the windows tested, such that the effect of the proposed development upon the sunlight amenity of these windows would be negligible. These properties are as follows:

- Cap Gemini House (office-to-residential prior approval)
- Birchwood Court
- 65-71 Goldsworth Road
- 73-77 Goldsworth Road

130. Where an existing residential property, or a property with extant prior approval for office-to-residential conversion, will experience sunlight amenity impacts which are beyond those identified within the BRE Guide these fall to be considered in more detail. The table below provides further information in respect of these impacts and comments on the level of harm.

No.25 Oaks Road

- 2 windows tested
- 2 fails (100%)
- Unknown/R3 – W3 - 50% loss of WPSH (i.e. from 4 hrs to 2 hrs)
- Unknown/R3 – W4 - 25% loss of APSH (i.e. from 28 hrs to 21 hrs) and 40% in WPSH (i.e. from 5 hrs to 3 hrs)

Nos.21-25 Church Street West

131. Of the 37 windows tested 16 windows fail the BRE Guidelines (i.e. 43%), although windows at third floor level comply with the BRE Guidelines and therefore are not included within these calculations. Nos.21-25 is a present office building. Although benefiting from prior approval for change of use to residential (ref: PLAN/2018/0176 - which has been assessed) development under that prior approval must be completed by 03.04.2021 in order to be lawful. There is no evidence of development to implement PLAN/2018/0176 having been commenced and the assessed situation, with Nos.21-25 being within residential use, is therefore a rather 'notional' one. The BRE Guideline fails are considered in further detail below:

Ground floor

- 9 windows tested
- 3 fails
- LKD/R1 - W1 - 100% loss of APSH (i.e. 20 hrs) and 100% WPSH (i.e. 2 hrs)
- LKD/R1 - W2 - 66.67% loss of APSH (from 24 hrs to 8 hrs) and no loss of WPSH
- LKD/R3 - W4 - 30.43% loss of APSH (from 23 hrs to 16 hrs) and below 20% loss of WPSH

First floor

- 14 windows tested
- 6 fails
- LKD/R1 - W2 – Loss of 100% both APSH and WPSH (i.e. 21 hrs and 2 hrs respectively)

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- LKD/R1 - W3 – Loss of 100% both APSH and WPSH (i.e. 27 hrs and 4 hrs respectively)
- LKD/R1 - W5 - Loss of 100% both APSH and WPSH (i.e. 12 hrs and 2 hrs respectively)
- LKD/R1 - W6 – Loss of 100% both APSH and WPSH (i.e. 22 hrs and 3 hrs respectively)
- LKD/R1 - W7 – Loss of 71.05% APSH and 33.33% (i.e. from 38 hrs to 11 hrs and from 6 hrs to 4 hrs respectively)
- LKD/R3 - W9 – Loss of 50% APSH (i.e. from 32 hrs to 16 hrs) – retains 5 hrs WPSH

Second floor

- 14 windows tested
- 7 fails
- LKD/R1 - W2 – Loss of 100% both APSH and WPSH (i.e. 21 hrs and 2 hrs respectively)
- LKD/R1 - W3 - Loss of 100% both APSH and WPSH (i.e. 27 hrs and 4 hrs respectively)
- LKD/R1 - W4 – Loss of 100% APSH (i.e. 14 hrs) – No loss of WPSH
- LKD/R1 - W5 – Loss of 100% both APSH and WPSH (i.e. 28 hrs and 5 hrs respectively)
- LKD/R1 - W6 – Loss of 100% both APSH and WPSH (i.e. 24 hrs and 4 hrs respectively)
- LKD/R1 - W7 – Loss of 80.70% APSH (i.e. from 57 hrs to 11 hrs) – retains 5 hrs WPSH
- LKD/R3 - W9 – Loss of 62.26% APSH (i.e. from 53 hrs to 20 hrs) – retains 9 hrs WPSH

Sun on the ground

132. The BRE Guide sets out that the availability of sunlight should be checked for all open spaces where sunlight is required, including gardens and sitting out areas (such as those between non-domestic buildings and in public squares) and recommends that at least 50% of the area should receive at least two hours of sunlight on 21st March (spring equinox), stating that, if, as a result of a new development, an existing garden or sitting out area does not meet the 50% criteria, and the area which can receive two hours of sunlight on 21st March is less than 0.8 times its former value (i.e. a greater than 20% reduction), then the loss of sunlight is likely to be noticeable.

133. In respect of sunlight the existing play area on Vale Farm Road has been considered as have the private rear gardens of properties on the eastern side of Oaks Road (i.e. Nos.21, 23, 25, 27 and 29). The assessment demonstrates that, with one exception, these areas would all very comfortably exceed the recommendations of the BRE Guide, receiving at least 2 hours direct sunlight on the 21st March to between 64% and 97% of any individual area, thus representing a 'worst case' reduction of 3% to any individual area, well below the 20% BRE Guide noticeable 'threshold'. Whilst one individual area would receive 2 hours direct sunlight on the 21st March to 46% of its area this is the existing situation and thus falls within the BRE Guide.

Cumulative daylight and sunlight effects

134. The following cumulative schemes are within sufficient proximity to the site to have an effect to those neighbouring residential receptors under assessment:

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- Nos.20-32 Goldsworth Road (ref: PLAN/2016/0742) – resolved to grant PP subject to S106 legal agreement
- Replacement red car park, Victoria Way (ref: PLAN/2018/1114)

135. The sunlight and daylight report demonstrates that there will only be very minimal cumulative daylighting and sunlighting effects, over and above the proposed effects previously discussed in detail, as a result of the preceding cumulative schemes taken in combination with the proposed development. It must be noted that any cumulative daylighting and sunlighting effects primarily arise as a result of the Nos.20-32 Goldsworth Road (ref: PLAN/2016/0742) scheme, which has received a resolution to grant PP subject to S106 legal agreement. Given that a subsequent planning application has been submitted, and refused, on that site it is unclear whether PLAN/2016/0742 will be granted and implemented.

Outlook and privacy

136. SPD Outlook, Amenity, Privacy and Daylight (2008), within Table 1, sets out the following recommended minimum separation distances for achieving privacy for three and over storey relationships:

- Front to front elevation: 15 metres
- Back to back elevation: 30 metres
- Front or back to boundary/flank: 15 metres
- Side to boundary: 2 metres

137. The potential loss of enjoyment of a view is not a ground on which planning permission can be refused. However, the impact of a development on outlook is a material planning consideration and stems on whether the development would give rise to an undue sense of enclosure or overbearing effect to neighbouring/nearby residential properties. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical, with key factors in this assessment being the existing local context and arrangement of buildings and uses.

138. The impact of the development upon nearby properties within commercial uses does not need to be considered, although the impact on any development potential of adjoining sites may need to be considered. The key neighbouring amenity considerations are those of Birchwood Court, properties on the eastern and western side of Oaks Road, properties in Vale Farm Road and at Greenwood House (above Woking Fire Station). The impact upon the prior approval at adjacent Nos.21-25 Church Street West will also be considered.

Birchwood Court:

139. Birchwood Court is an apartment block on the corner of Church Street West and Goldsworth Road. Existing apartments are located at first floor level and above. Planning permission (Ref: PLAN/2014/0340) was granted on 30.03.2015 for the conversion of part of the ground floor to x4 further apartments however development to implement this planning permission does not appear to have commenced and the planning permission therefore appears to have lapsed on 30.03.2018.

140. The central front 'bay' of the building would be situated circa 16.9m from the facing elevation of Birchwood Court with the primary' front elevation circa 1.9m further distant (i.e. 18.8m); the proposal thus exceeds the recommended minimum front to front elevation separation distance (of 15.0m) set out by SPD Outlook, Amenity, Privacy and Daylight (2008). Therefore, together with the Woking Town Centre location of this southerly section of the site, no significantly harmful loss of privacy would arise to Birchwood Court. Clearly, due to

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the combined proximity and vertical facing height of the proposed development, outlook from the windows within the facing elevation of Birchwood Court would be impacted by the proposal. However this factor alone does not intrinsically equate to a significantly harmful overbearing effect, particularly in this Woking Town Centre context, and the proposed development would have two lower 'shoulder' elements on its Church Street West elevation which would serve to reduce this effect to a degree. Overall the proposed development is not considered to result in a significantly harmful overbearing effect due to bulk, proximity or loss of outlook upon Birchwood Court.

Properties on the eastern side of Oaks Road:

141. The closest residential property on the eastern side of Oaks Road would be No.21 Oaks Road. The closest corner of the 5 storey element (circa 17.4m high AGL) would be located circa 18.0m distant from the closest corner of the rear boundary of the curtilage of No.21 (i.e. which marks the terminus of the rear garden of No.21) and circa 33.0m distant of the closest corner of the dwelling of No.21. The relationship between the 5 storey element and No.21 would be rather oblique. Given that this relationship is considered to be, on balance, acceptable in this location fringing the Woking Town Centre boundary it follows that the impacts upon Nos.23, 25, 27 and 29 Oaks Road, which would all be further distant from the proposed development, would also be acceptable.
142. Whilst the central 'spine' elements and the 'shoulder' elements would be greater in height they would be located further distant from, and step up in height as they move away from, properties on the eastern side of Oaks Road such that these elements are not considered to result in a significantly harmful overbearing effect due to bulk, proximity or loss of outlook to properties on the eastern side of Oaks Road, notwithstanding that they would be readily apparent to these occupiers.

Properties on the western side of Oaks Road, the flats above Nos.65-71 Goldsworth Road and the flats rear of Nos.73-75 Goldsworth Road:

143. Properties on the western side of Oaks Road (i.e. Nos.2-4 and Nos.6-8), the flats above Nos.65-71 Goldsworth Road and the flats rear of Nos.73-75 Goldsworth Road would all be located at least circa 60.0m from the proposed development. The proposed development would have a maximum height of 60.9m AGL notwithstanding that the stepped central 'spine', and the lower 'shoulder' elements would be the closest elements to these properties. Given the retained separation distances, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to these properties, notwithstanding that the proposed development would be readily apparent to these occupiers.

Nos.17-27 Vale Farm Road (inclusive):

144. Nos.17-27 Vale Farm Road (incl.) form a terraced block of townhouses to the north-west of the site. The closest property to the proposed development would be end-of-terrace No.27. Where fronting Vale Farm Road the proposal would step down to five storeys - reaching circa 17.4m in height AGL (above ground level) - with a communal terrace atop the roof. Above ground floor level (where the residential accommodation would be provided) this five storey element would be located circa 11.0m from the side elevation, and circa 7.0m from the side boundary, of No.27. Nos.17-27 Vale Farm Road (incl.) provide rear amenity spaces split across ground and first floor levels, with conservatories typically located on terraces at first floor level. Ground floor level is given over to garages and non-habitable spaces (i.e. utility/store) and the upper floor window within the side elevation of No.27 serves non-habitable space (i.e. stair/landing). These properties are orientated at a 90° angle in relation

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to the facing 5 storey element such that no harmful overlooking would arise into the dwellings of Nos.17-27 themselves.

145. The five storey element of the proposal would therefore fall short of the recommended minimum front or back to boundary/flank separation distance (of 15.0m) set out by the SPD. Whilst the nature of the external rear amenity space at No.27, and the lack of any habitable room windows within the side of No.27, would mitigate this effect to some degree it remains the case that some harmful impact would be sustained to the rear amenity space of No.27, by reason of overbearing effect and loss of privacy. Some harmful overbearing effect, albeit to a lesser degree than that at No.27, would also be sustained to the rear amenity space of No.26 although the increased separation distance beyond No.26 would result in acceptable impacts to the rear amenity spaces of Nos.17-25 Vale Farm Road (incl.). It is however of considerable weight that Nos.17-27 (incl.) exist immediately adjacent to the Woking Town Centre boundary, and within a High Density Residential Area, as both are defined by the Proposals Map. The environment immediately to the rear of Nos.17-27 (incl.) is formed by a large surface car park associated with Cap Gemini House, which is readily evident as is the commercial 'core' of Woking Town Centre and the existing tall buildings of Victoria Square.

Nos.65-69, Millennium Court and Vale House, Vale Farm Road:

146. Nos.65-69 is a short terrace of two storey houses, Millennium Court is a 3.5 storey apartment block and Vale House two storey apartment block; all are located to the north-west on Vale Farm Road. The closest, 5 storey element (circa 17.4m high AGL), of the proposed development would be located circa 43.0m (in the case of Nos.65-69), circa 82.0m (in the case of Millennium Court) and circa 84.0m (in the case of Vale House) distant of these properties. The proposed development would have a maximum height of 60.9m AGL notwithstanding that this stepped central 'spine', and the lower 'shoulder' elements, would be situated even further distant from these properties. Given the retained separation distances, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to these properties, notwithstanding that the proposed development would be readily apparent to these occupiers.

Greenwood House (above Woking Fire Station):

147. There is residential accommodation at first floor level and above within Woking Fire Station (which is known as Greenwood House). Approximately 40.0m separation would be retained between the closest points of the proposed development (i.e. the lower 'shoulder' element) and the residential accommodation at first floor levels and above. Furthermore, there would be a slightly oblique and offset relationship between the front elevation of the proposed development and that of Greenwood House. The proposed development would have a maximum height of circa 60.9m AGL notwithstanding that the closest, lower 'shoulder' element to Greenwood House would have a maximum height of circa 30.9m AGL. Given the retained separation distance, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to occupiers of Greenwood House, notwithstanding that the proposed development would be readily apparent to these occupiers.

Technology House

148. Technology House is located to the south-west. Above ground floor level Technology House presently provides office floorspace. Although benefiting from prior approval for change of use to residential (ref: PLAN/2020/0244 - which has been assessed) development under that prior approval must be completed by 29.04.2023 in order to be lawful. The assessed situation, with Technology House (above ground floor level) being within residential use, is

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therefore a rather 'notional' one. Approximately 37.0m separation would be retained between the closest points of the proposed development (i.e. the lower 'shoulder' element) and the 'notional' residential accommodation at first floor levels and above. Furthermore, there would be a slightly oblique and offset relationship between the front elevation of the proposed development and that of Technology House. The proposed development would have a maximum height of circa 60.9m AGL notwithstanding that the closest, lower 'shoulder' element to Technology House would have a maximum height of circa 30.9m AGL. Given the retained separation distance, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to 'notional' occupiers of Technology House, notwithstanding that the proposed development would be readily apparent to these occupiers.

Spectrum House

149. Spectrum House is a former office/retail building located on the corner of Poole Road and Goldsworth Road which has been converted from office/retail-to-residential, as a result of prior approvals; a further floor of residential accommodation has also been constructed as a result of a grant of planning permission. Approximately 63.0m separation would be retained between the closest points of the proposed development (i.e. the lower 'shoulder' element) and Spectrum House. Furthermore, there would be a very much oblique and offset relationship between the front elevation of the proposed development and that of Spectrum House. The proposed development would have a maximum height of circa 60.9m AGL notwithstanding that the closest, lower 'shoulder' element to Technology House would have a maximum height of circa 30.9m AGL. Given the retained separation distance, combined with the varying heights of the proposed development, no significantly harmful overbearing effect due to bulk, proximity or loss of outlook would occur to 'notional' occupiers of Spectrum House, notwithstanding that the proposed development would be readily apparent to these occupiers.

Nos.21-25 Church Street West:

150. Nos.21 - 25 Church Street West is an existing four storey office building (with the fourth floor contained within the mansard roof) to the north-east, located beyond the shared access drive onto Church Street West. This building demonstrates existing glazed openings within its side (south-west) elevation facing towards the site. Although benefiting from prior approval for change of use to residential (ref: PLAN/2018/0176) development under that prior approval must be completed by 03.04.2021 in order to be lawful. There is no evidence of development to implement PLAN/2018/0176 having been commenced and the assessed situation, with Nos.21-25 being within residential use, is therefore a rather 'notional' one.
151. These south-west facing glazed openings are shown (at each of ground, first, second and third floors) within the proposed floor plans of the prior approval to serve as both single and secondary aspect to bedrooms and living areas. The living areas at ground to second floors (inclusive) would also be served by windows within the front and rear elevations of Nos.21-25, which would remain materially unaffected by the proposed development. These front and rear facing windows would retain outlook to the living areas, notwithstanding the south-west facing openings. A single bedroom within the centre of each of these floor plans would be served by a window facing directly towards the site. Whilst the proposal would substantially increase the height of the vertical facing wall presented to the side (south-west) elevation of Nos.21-25 it is not considered that the outlook afforded to the windows within the side elevation of Nos.21-25 would be significantly harmed over and above the existing situation. As existing (i.e. without the proposed development) the side-facing (south-west) windows within Nos.21-25, if utilised for residential purposes, would face directly onto a brick wall approximately 3.6m away. Whilst the height of the vertical facing wall of the proposed

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development would increase substantially this inherent limited outlook would not alter materially.

152. For the collective preceding reasons the proposed development would not result in significantly harmful overbearing effect due to bulk, proximity or loss of outlook.

Noise, including Surrey Minerals Plan considerations

153. Paragraph 170 of the NPPF sets out that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of, inter alia, noise pollution. Paragraph 180 of the NPPF sets out that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a. *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;*
- b. *Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason*

154. Policy CS21 requires development to be designed to avoid significant harm to the environment and general amenity, resulting from, inter alia, noise. Policy DM5 states that in areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.

155. For noise generating forms of development, or proposals that would affect noise-sensitive uses, Policy DM7 requires a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level, stating that development will only be permitted where mitigation can be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites. Policy DM7 states that in general, the following values will be sought for residential development:

- *Day time (7am – 11pm) 35 dB LAeq4 16 hours in all rooms and 50 dB in outdoor living areas.*
- *Night time (11pm – 7am) 30 dB LAeq 8 hours and LAm_{ax5} less than 45 dB in bedrooms.*

156. With reference to noise levels in external amenity areas BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings* states that for traditional amenity spaces, such as gardens and patios, it is desirable for noise levels to not exceed 50dB LAeq, with an upper guideline value of 55dB LAeq in noisier environments, although recognises that recommended values are not achievable in all circumstances where development might be desirable, and that in higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels, and other factors, such as the convenience of living in these locations or making efficient use of land resources, might be warranted.

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157. BS 8233:2014 states that other locations, such as balconies, roof gardens and terraces, are also important in residential buildings where normal external amenity space might be limited or not available (ie. in flats). BS 8233:2014 states that in these locations, specification of noise limits is not necessarily appropriate for small balconies as these may be included for uses such as drying washing or growing pot plants although the general guidance on noise in amenity space is still appropriate for larger balconies, roof gardens and terraces, which might be intended to be used for relaxation. Achieving levels of 55dB LAeq or less might not be possible at the outer edge of these areas, but should be achieved in some areas of the space. In terms of noise external amenity areas are considered for use during day time (0700 - 2300hrs), as per Policy DM7.
158. The application has been submitted with a noise assessment (dated December 2020), which sets out that during noise surveys construction noise dominated the noise environment at the site, although road traffic noise on Church Street West was also a major contributor, as well as railway noise and regular aircraft noise.
159. The noise assessment identifies that suitable internal noise levels can be achieved at the 'front' facade with a standard double-glazed window system coupled with a ventilation package and at the 'rear' facade with a standard double-glazed window system also coupled with a ventilation package. It will be necessary to ensure that ventilation is adequate such that the design of the building does not rely on windows being opened to ensure that the dwellings are well ventilated.
160. The noise assessment identifies that the location of the amenity space to the rear, shielded from noise from the main roads and the railway, is likely to be the optimal design in terms of reducing noise in outdoor amenity areas. The LAeq,16hours at the 'front' façade was measured to be 65 dB, which is in excess of the "upper guideline value" of 55 dB. However, the noise assessment sets out that the amenity space to the rear is likely to offer significant protection, potentially in the region of 10 dB or more, when considering both the barrier attenuation offered by the proposed building itself, as well as the distance attenuation between the main roads and the railway. Therefore, whilst not all outdoor amenity space is likely to benefit from the acoustic screening afforded by the building, future residents should have access to quiet outdoor amenity space. Whilst the 50dB referenced in Policy DM7 may not be achieved to all outdoor amenity spaces the policy states that in general (emphasis added) that value will be sought for residential development. This site is located very largely within Woking Town Centre and therefore a small compromise between a slightly elevated noise level to the outdoor amenity spaces and factors such as the convenience of living in this highly sustainable location and making efficient use of land, is warranted.
161. The noise assessment sets out that, at this stage in the design process, the noise output of specific items of plant have yet to be determined and therefore it is not possible to provide a full and detailed assessment of the likely impact of plant noise. To ensure that an adverse impact as a consequence of plant noise is unlikely, the noise assessment recommends that the Rating noise level from the plant is below background noise level at the closest residential property.
162. In respect of traffic noise the noise assessment uses data from the Transport Assessment which shows that as there will be a small increase in traffic flows as a consequence of the proposed development, and as such also a small increase in noise levels at nearby receptor locations. However, the increase in noise levels will be less than 1 dB(A) LA10,18hr; a change of less than 3 dB(A) is normally considered to be imperceptible such that there would be no harmful impacts due to traffic noise.

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163. The noise assessment has been considered by an external noise consultant (Wood plc), on behalf of WBC Environmental Health, who raises no concerns subject to recommended conditions (conditions 15 - 22 inclusive refer).

Railway aggregates yard – Surrey Minerals Plan

164. The site falls within the 400m consultation zone around the safeguarded Downside Woking rail aggregates depot located off of Guildford Road, to the south of the railway, which is presently operated by the Day Group. Rail aggregate depots allow the importation of minerals such as crushed rock and marine-dredged aggregate into Surrey from other parts of the country. The Woking rail aggregate depot is identified in the Surrey Minerals Plan (SMP) Core Strategy Development Plan Document (2011). 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 development in the consultation area around such sites*”.
165. The proposal would not directly affect the Woking rail aggregate depot albeit would introduce a new sensitive land use (i.e. residential) to the southern (i.e. Church Street West) section of the site and therefore has the potential to prejudice the use of the rail aggregate depot over and above the existing situation. The Minerals Planning Authority (Surrey County Council), Day Group (the present operators of the railway aggregates yard) and Network Rail (the freeholder of the yard) have all raised ‘holding objections’. However, in response, the applicant has submitted an acoustic impact assessment (dated March 2021) to seek to demonstrate that the mitigation (i.e. glazing and ventilation) already proposed will be sufficient to ensure suitable internal noise levels within the dwellings and therefore avoid any potential prejudicial impact upon the operations of the railway aggregates yard. A written update will be provided in respect of this matter.

Air quality

166. Paragraph 181 of the NPPF sets out that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual sites in local areas and that opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Paragraph 181 of the NPPF also sets out that planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
167. Policy CS21 requires development to be designed to avoid significant harm to the environment and general amenity resulting from noise, dust, vibrations, light or other releases. Policy DM5 states that when assessed individually or cumulatively, development proposals should ensure that there will be no unacceptable impacts on, inter alia, air quality. Policy DM6 states that development that has the potential, either individually or cumulatively, for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas or in areas at risk of becoming an Air Quality Management Area, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures. Policy DM6 states that an air quality assessment will be required for schemes proposing, inter alia, development in excess of 100 dwellings or 10,000 sq.m other floorspace (or equivalent combination) anywhere in the Borough.

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168. The application has been submitted with an air quality assessment (dated December 2020) which identifies that the site is not within or adjacent to a designated Air Quality Management Area (AQMA). The air quality assessment has been carried out using the ADMS-Roads detailed dispersion model to determine the impact of emissions from road traffic on sensitive receptors. Predicted concentrations have been compared with the air quality objectives. The results of the assessment indicate that annual mean nitrogen dioxide (NO₂) concentrations are below the objective in the 'without' and 'with' development scenario. Annual mean concentrations of particulate matter (PM₁₀ and PM_{2.5}) are also predicted to be below the annual mean objective in the 'without' and 'with' development scenario. Based on the evidence it is estimated that there will be no exceedances of either short term objective for nitrogen dioxide or particulate matter.
169. Activities associated with the demolition and construction of the proposed development will give rise to a risk of dust impacts at existing sensitive receptors during demolition, earthworks and construction, as well as from trackout of dust and dirt by vehicles onto the public highway. The assessment of effects from dust during demolition and construction has been undertaken in accordance with Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction (2014); the dust emission magnitude is considered to be medium for demolition and earthworks, large for construction, and small for trackout. Mitigation measures are predicted to ensure that residual effects from construction works would be 'not significant'; this is a standard approach, is considered appropriate and can be secured through condition.
170. WBC Environmental Health have commissioned an external air quality consultant (Wood plc) to review the submitted air quality assessment on their behalf. This response is awaited and therefore a written update will be provided in respect of this matter.

Wind microclimate

171. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, wind. The application has been submitted with a desk-top study wind microclimate report (prepared by BRE), the purpose of which is to identify the potential significance of the issue by focussing attention on locations where unpleasant wind conditions are likely to occur, and to discuss wind amelioration measures if necessary. It should be noted that long-term siting (i.e. on balconies/roof terraces/podiums), together with entrance door usage, are the most wind sensitive activities.
172. The assessment sets out that the ground level wind conditions at the site are dominated by winds blowing from south-westerly directions although other wind directions are considered because there are specific features of this development that could potentially create strongly accelerated winds. The assessment sets out that the major axis of the site is a north-west/south-east direction, that the proposed development has balconies around every facade, and that there are roof terraces at various levels which are intended to be used as amenity spaces.
173. In respect of prevailing south-westerly winds the assessment identifies that the podium level amenity space on the south-west side of the 'spine' element will be adversely affected by wind but that the proposed development will tend to shelter the remainder of the site from south-westerly winds such that everywhere around the site the ground level wind conditions are likely to be suitable for their intended pedestrian activities, including at the main entrances. The assessment identifies that a number of the roof terraces would be exposed

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to south-westerly winds and therefore the perimeters of these areas are likely to experience winds not suitable for amenity use. The exceptions to this are the roof terrace atop the north-east 'shoulder' and the podium level space on the north-east side; both of these areas would be sheltered from south-westerly winds and wind conditions are therefore likely to be suitable for amenity use.

174. The assessment sets out that balcony wind conditions are difficult to assess and that it is a common misconception that the highest wind conditions always occur at balconies near to the top of buildings; wind tunnel testing shows that the worst-case balcony conditions often occur close to the ground. Nonetheless, apart from exposed corner locations, the wind conditions on balconies are generally suitable for amenity usage whatever the building height or exposure. In this case the exposed balconies are located at the west and south corners of the 6-storey wing and the 10-storey wing, and also the west corner balconies along the 'spine' building. The remaining balconies are sheltered from approaching south-westerly winds and are therefore likely to be suitable for their intended purposes.
175. In respect of cardinal wind directions (i.e. north, south, east, and west winds) the assessment sets out that the orientation of the site means that winds blowing from the cardinal directions would not blow perpendicular to any of the building facades and that, taking into account both the corner sheltering and the relative infrequency and strength of these approaching winds, the ground level wind conditions everywhere around the site are likely to be suitable for their intended pedestrian activities. The assessment identifies that the relative infrequency and strength of these approaching winds also means that the wind conditions at the roof terraces and balconies are likely to be suitable for their intended purposes.
176. In respect of north-east winds the assessment judges that the wind conditions at the north-east podium level space are likely to be suitable for amenity use in the summer, but not in the winter and that this podium would act to prevent winds reaching ground level and therefore wind conditions everywhere else around the site are likely to be suitable for their intended pedestrian activity. In respect of north-east winds the assessment identifies that the effects of wind amelioration, reduced frequency and reduced strength all mean that the balcony and other roof terrace locations are all likely to have wind conditions that are appropriate for their intended uses.
177. In respect of south-east winds, which are relatively weak, the assessment identifies that there is significant shelter afforded by the 5/6-storey buildings to the south-east of the site and therefore the wind conditions everywhere around the site (i.e. at ground level, on the roof terraces and on the balconies) are likely to be suitable for their intended uses. In respect of north-west winds the assessment identifies that, taking into account reduced frequency and reduced wind strength, the ground level wind conditions everywhere around the site are likely to be suitable for their intended pedestrian uses.
178. The assessment identifies that roof terrace wind conditions, except for the south-westerly podium area, can be ameliorated through the installation of screens or barriers (of between 1.5m and 2.0m in height), or the planting (i.e. trees, bushes) of wind tolerant species, around the south-west perimeters of the respective terraces, such that the wind conditions at the perimeters of these areas would then be likely to become suitable for their intended uses.
179. The assessment identifies that appropriate and sufficient screens/barriers/canopies are required to mitigate winds to the south-west podium area and that, with such measures installed, wind conditions everywhere around this podium are likely to become suitable for the intended use.

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180. It is important to note that the efficacy of wind mitigation devices cannot be predicted by means of a qualitative desk-based study and that to demonstrate that such devices mitigate the wind conditions as predicted, quantitative testing (i.e. by model-scale wind tunnel testing) needs to be undertaken. The applicant has appointed BRE to undertake model-scale wind tunnel testing, with the reporting of that testing due to be submitted in late March. Thereafter the results, and any required conditions or S106 provisions, will be summarised within a written update.

Solar reflective glare

181. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, glare. The application has been submitted with a solar glare analysis report (prepared by Delva Patman Redler LLP).

182. The BRE Guidelines makes the following statement regarding the potential for reflected solar glare on a development:

“Glare or solar dazzle can occur when sunlight is reflected from a glazed facade or area of metal cladding. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective tinted glass or cladding on the facade, or when there are areas of glass or cladding, which slope back so that high altitude sunlight can be reflected along the ground. Thus solar dazzle is only a long-term problem for some heavily glazed (or mirror clad) buildings. Photovoltaic panels tend to dazzle because they are designed to absorb light.”

183. The BRE Guidelines outline a brief methodology for evaluation of the scale of a solar glare issue: *“If it is likely that a building may cause solar dazzle, the exact scale of the problem should be evaluated...by identifying key locations such as road junctions and windows of nearby buildings, and working out the number of hours of the year that sunlight can be reflected to these points.”* Reflected solar glare (or “solar dazzle”) can only arise when all of the following conditions are met: (i) sky conditions are clear enough for the sun to be visible (ii) the facade material is sufficiently specular (reflective) at the viewing angle of the observer and (iii) the observer’s position and sun position are such that the observer can see a reflection of the sun in the building facade.

184. Solar glare assessments simulate the path of the sun for the entire year around a proposed development in order to establish the locations, times, duration and direction of solar reflections and identify where these may affect sensitive locations, with a particular focus on road users or railways.

185. There are no quantitative criteria within the BRE Guidelines regarding acceptable levels of solar glare. There is, however, research which suggests that the significance of a glare occurrence is largely dependent upon its angle from the line of sight and the relevance of this with respect to the human field of vision. Glare occurrences that could encroach on the foveal view (3° from the visual axis) are likely to cause significant visual impairment or distraction; lengthy occurrences within approximately 10° of the centre of the visual axis are potentially the most hazardous, would often be considered major and mitigation would be required.

186. Between 10° and 30° corresponds to Near Periphery field of view and therefore where glare occurs between these angles, the impact would be considered minor or moderate depending upon the location and use of the adjacent sensitive receptor and the period of time the glare occurs for. An angle of greater than 30° corresponds to the Far Periphery field of view and

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therefore the risk of reflective solar glare causing a hazard is reduced. As such, the impact would be considered to be of very minor significance.

187. Key viewpoints are generally considered to be relevant adjacent local traffic junctions and sections of road likely to be affected due to their orientation and direction of traffic flow in relation to the site. At selected sensitive locations a test point is positioned, and potential glare field of view images are produced to provide a 'snapshot' representing a typical viewer's field of vision, and the angle of the reflection from the line of view. The results are summarised as follows:

Test point	Location	Distance from site	Impact
1	Goldsworth Road Approaching Pedestrian Crossing (travelling east)	approx. 58m	Very minor adverse highly localised, short term (albeit periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 62 minutes at intermittent intervals covering a period between Midday through to around 4pm from January to April and again from August through to December. Taking into account weather data solar dazzle is predicted for 1,178 minutes per year and never for more than 62 minutes for any isolated occasion. None of these effects are within 10° and in fact all of these effects are beyond 45°, thus limiting the sensitivity of these potential instances of glare on road users.			
2	Goldsworth Road Approaching roundabout (travelling east)	approx. 30m	Very minor adverse highly localised, short term (albeit periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 60 minutes at intermittent intervals covering a period from 11am through to 6pm throughout the year. Taking into account weather data solar dazzle is predicted for 1,492 minutes per year and never for more than 62 minutes for any isolated occasion. None of these effects are within 10° and in fact all of these effects are beyond 30°, thus limiting the sensitivity of these potential instances of glare on road users.			
3	Church Street West (travelling west)	approx. 100m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 14 minutes at intermittent intervals covering a period between Midday through to around 6pm to 7pm March through to May and again from late July through to September. Taking into account weather data solar dazzle is predicted for 92 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 15° spreading out to around 50°, thus limiting the sensitivity of these potential instances of glare on road users.			
4	Forge End entering roundabout (travelling south)	approx. 65m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 28 minutes at intermittent intervals covering a period between 5am to 7am and then again around 3pm to 4pm March through to September. Taking into account weather data solar dazzle is predicted for 586 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 30° spreading out to around 85°, thus limiting the sensitivity of these potential instances of glare on road users.			
5	Victoria Way (turning south around the corner of Debenhams)	approx. 171m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 16 minutes at intermittent intervals covering two separate periods between 6am and 9am February through to			

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April and again from August through to early November. Taking into account weather data solar dazzle is predicted to be 56 minutes per year and never for more than 6 minutes for any isolated occasion. Only a very short period of effects are within 10°, with all remaining effects extending out to 40°, thus limiting the sensitivity of these potential instances of glare on road users.			
6	Goldsworth Road entering roundabout (travelling east) (i.e. Morrison's roundabout)	approx. 228m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 28 minutes at intermittent intervals covering two separate periods between 2pm and 6pm January, March, September, November and December. Taking into account weather data solar dazzle is predicted for 204 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 15° spreading out to around 30°, thus limiting the sensitivity of these potential instances of glare on road users.			
7	Poole Road turning corner to head north towards junction	approx. 123m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 70 minutes at intermittent intervals covering two separate periods briefly around 6am and then again around Midday through to 5pm across the year apart from June. Taking into account weather data solar dazzle is predicted for 678 minutes per year and never for more than 6 minutes for any isolated occasion. None of these effects are within 10°, with only very limited effects at around 20° spreading out to around 50°, thus limiting the sensitivity of these potential instances of glare on road users.			
8	Poole Road turning east onto Goldsworth Road	approx. 63m	Very minor adverse highly localised, short term (albeit it periodic) effect
Comment - Reflected solar glare could potentially occur for approximately 2 to 80 minutes at intermittent intervals covering two separate periods briefly around 11am and again between 1pm to 5pm across the year apart from June. Taking into account weather data solar dazzle is predicted for 2,356 minutes per year and never for more than 6 minutes for any isolated occasion. Only a very short period of effects are within 10°, and with all remaining effects extending out to almost 80°, thus limiting the sensitivity of these potential instances of glare on road users.			

188. It is possible that reflected solar glare from the proposed development would be experienced at locations and distances different from the key test points assessed within the submitted report, albeit at distances further from the proposed development the duration of reflected solar glare would be both shorter and the effects more benign. The key test points assessed are considered a robust selection of relevant adjacent local traffic junctions and sections of road likely to be affected due to their orientation and direction of traffic flow in relation to the site.

189. The technical analysis within the report demonstrates that for the vast majority of the year there would be a largely negligible solar glare effect. As with any tall building some reflected solar glare is likely to be unavoidable at certain times of the day, assuming that there are clear skies at these times to enable the sun to reflect off the building facades. However the technical analysis demonstrates that such potential effects would be highly localised, short term effects of minor adverse significance and therefore would not be detrimental to the safe movement of road traffic.

Contamination

190. Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, remediating contaminated land, where appropriate. Paragraphs 178 - 179 (inclusive) of the NPPF relate to, inter alia, land

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contamination and advise that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from, inter alia, land contamination, that, after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990, that adequate site investigation information, prepared by a competent person, is available to inform these assessments and that where a site is affected by, inter alia, contamination issues, responsibility for securing a safe development rests with the developer and/or landowner.

191. Policy DM8 states that proposals for new development should demonstrate that any existing contamination will be addressed by appropriate mitigation measures, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area, that the proposed development will not cause the land or groundwater to become contaminated, to the detriment of future use or restoration of the site or so that it would cause unacceptable risk of pollution in the surrounding area and that adequate site investigation information should be provided with development proposals, including the site's history, potential contamination sources, pathways and receptors, and where appropriate, physical investigation, chemical testing, and a risk assessment to cover ground gas and groundwater.
192. The application has been submitted with an environmental desk study and preliminary risk assessment report (prepared by Apple Environmental) which states that there is some potential for residual ground contamination at the site due to former on-site activities, including the demolition of previous structures (i.e. 1980s and 1990s era demolitions) and the deposition of made-ground. The report recommends that intrusive soil sampling be undertaken across the site, from two depths at each location. The report also identifies that it will be necessary for the existing building structures to be surveyed for asbestos prior to demolition, and for any proposed imported soils to arrive as 'fit for purpose', as well as being independently analysed for contamination.
193. The Contaminated Land Officer has reviewed the application and raises no objection subject to recommended conditions to secure (i) site investigation proposal, (ii) site investigation and risk assessment, (iii) detailed remediation method statement, (iv) remediation validation report, (v) evidence that the building(s) were built post-2000 or an intrusive pre-demolition asbestos survey and (vi) measures to address any unexpected ground contamination. Subject to these recommended conditions (conditions 31 - 36 inclusive refer) the development would comply with Policy DM8 and the relevant provisions of the NPPF in respect of contamination.

Amenities of future occupiers

194. Paragraph 127 of the NPPF states that planning decisions should ensure that developments, inter alia, create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Space standards

195. Apartments would be provided across a single storey, with the exception of x4 duplex two bedroom apartments set across parts of 15th and 16th floor levels.
196. The following table shows the relevant ranges of gross internal floor areas (GIA), with all apartments exceeding the relevant minimum GIAs set out within the Technical housing standards – nationally described space standard (NDSS) (March 2015):

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Number of bedrooms (b)	Number of bed spaces (persons)	Minimum GIA in scheme (sq.m)	Maximum GIA in scheme (sq.m)	NDSS Minimum (sq.m)	NDSS Compliant?
1b	1p	38 (shr) 39 (bath)	48.1 (shr) 42.3 (bath)	37(shr) 39 (bath)	Yes Yes
1b	2p	50	59	50	Yes
2b	3p	61.1	69	61	Yes
2b	3p (duplex)	72	72	70	Yes
2b	4p	70	76	70	Yes
2b	4p (duplex)	90	90	79	Yes

* Note: Shr = Shower

Outlook

197. New residential accommodation within the two 'shoulder' elements (fronting Church Street West) and the 5 storey element (fronting Vale Farm Road) would mutually face across the two intervening external amenity 'podiums'. A minimum separation distance of circa 30.5m would be achieved between the facing elevations of the 5 storey element and both 'shoulders', thus ensuring sufficient levels of privacy would be achieved. The 5 storey element would measure circa 13.0m in height above the 'podium' level, exceeding the separation distance (circa 30.5m) to the 'shoulder' elements and ensuring that no harmful overbearing effect would arise, and that good levels of outlook would be provided to, future occupiers of both 'shoulder' elements in this respect. The height above 'podium' level of the 8 storey 'shoulder' element would measure circa 26.5m, thus less than the retained separation distance (circa 30.5m), ensuring that no harmful overbearing effect would arise, and that good levels of outlook would be provided to, future occupiers of the 5 storey element in this respect. Whilst the vertical facing height of the taller 'shoulder' element would exceed the circa 30.5m separation distance to the 5 storey element it would not do so significantly and its uppermost two storeys would be set in, thus reducing the impact of this element upon future occupiers of the 5 storey element; these combined factors would ensure that no harmful overbearing effect would arise, and that good levels of outlook would be provided to future occupiers of the 5 storey element in this respect.
198. In respect of the new residential accommodation facing towards the site boundaries these units would all do so at upper ground floor level or above such that good levels of outlook would be provided to all habitable rooms; whilst outlook at lower levels (i.e. upper ground floor and first floor levels) would be more restricted than at more upper levels none of the surrounding buildings are so close, and so high, such that acceptable levels of outlook would be achieved, particularly given the largely Woking Town Centre location of the site.

Daylight

199. The Building Research Establishment (BRE) Guidelines 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice' recognise the importance of receiving adequate daylight within new residential accommodation and are intended to be read in conjunction with the British Standard, BS 8206-2: 2008 Lighting for Buildings Part 2: Code of Practice for Daylighting (BS 8206-2). It must also be noted that paragraph 123c of the NPPF states that local planning authorities "*should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this framework*" and that "*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.*"

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200. The Average Daylight Factor (ADF) calculates the average illuminance within habitable rooms and is the most detailed of the daylight calculations because it takes into account multiple factors, including not just the physical nature/use of the space behind the window, but also the window transmittance and internal surface reflectivity. The ADF value determines the level of interior illumination that can be compared with BS 8206-2, recommending minimum values of:

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

201. The Daylight and Sunlight report assesses proposed habitable rooms at upper ground, first, second and third floor levels, with results as below (table extracted from report):

Floor level	Total number of rooms tested	Number of rooms meeting ADF guidelines	Number of rooms below ADF guidelines
Upper ground	48	48	0
First	64	64	0
Second	64	64	0
Third	73	73	0
Total	240	240	0

202. The report demonstrates that 100% (i.e. 240 out of the 240) of the proposed habitable rooms assessed would satisfy the BRE guidelines for ADF. Whilst corresponding rooms above third floor level have not been tested these will clearly will receive improved levels, compared to those tested at upper ground to third floor levels, of ADF given their elevated positions and thus will fully satisfy the BRE Guidelines for ADF, resulting in a total of 560 habitable complying with the BRE Guidelines for ADF.

203. The No-Sky Line (NSL) shows the extent of light penetration into the room at working plane level, (i.e. 850mm above floor level). If a substantial part of the room falls behind the NSL, the distribution of light within the room may look poor. The NSL assessment demonstrates that 88.75% (i.e. 213 out of the 240) of the habitable rooms assessed between upper ground to third floor levels (incl.) would meet or exceed the NSL BRE Guidelines. Whilst a total of 27 habitable rooms within the lowest four residential floors will infringe the NSL criteria in all these cases more than 50% of the room will benefit from good daylight penetration. It must be borne in mind that the NSL test relates to daylight penetration into the room and therefore, often also includes circulation/storage space at the rear of the room. Daylight penetration is most important towards the first half of a room, closest to the window, as this is usually the principal area where the expectation for daylight will be highest. Furthermore above third floor level all habitable rooms will comply; there is a total of 560 habitable rooms within the building and therefore the overall NSL compliance rate would be 95.2%.

204. Overall the proposed development will achieve 100% compliance of the primary ADF assessment criteria for new habitable rooms and over 95% compliance of the supporting NSL assessment criteria. It is thus clear that the very great majority of habitable rooms would benefit from excellent daylight levels and that the provision of daylight overall is of a high standard, particularly having regard to the largely Woking Town Centre location of the site.

205. The assessment also addresses the effect of cumulative schemes (i.e. the replacement red car park and the resolved to grant (subject to S106) scheme at Nos.20-32 Goldsworth Road) upon the daylighting amenity of the proposed development, demonstrating that 235 (i.e. 97.91%) of the 240 habitable rooms assessed (at the lowest four residential levels) would

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satisfy the primary ADF guidelines and 208 (i.e. 86.66%) of the 240 habitable rooms assessed (at the lowest four residential levels) would satisfy the NSL guidelines (daylight distribution), thus demonstrating that there will only be minimal additional impact on daylighting amenity and that these cumulative schemes do not unduly compromise the daylighting amenity of the proposed development.

Amenity spaces

206. In terms of amenity space SPD Outlook, Amenity, Privacy and Daylight (2008) does not form part of the Development Plan although it provides guidance on how Policy CS21 could be applied. SPD Outlook, Amenity, Privacy and Daylight (2008) states that:

“dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside for each as private amenity space. This would apply to one and two bedroom flats and any other forms of dwelling less than 65sq.m. floorspace together with specified forms of non-family tenure...however, all forms of dwelling should seek to incorporate some modest private sunlit area...at higher levels, particularly in the case of flats, a simple terrace or balcony might be incorporated”.

207. SPD Outlook, Amenity, Privacy and Daylight (2008) 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 (for this purpose all flats or duplex apartments with two bedrooms or more and exceeding 65 sq.m. gross floor space) alternative forms of on-site amenity provision may be permitted in lieu of a conventional private garden...use of a communal amenity space or, where it is safe to do so, a suitable area of landscaped roof garden or terrace, may be acceptable for this purpose if it provides an equivalent area of amenity value”.

208. Private amenity space, in the form of either a winter garden, a private balcony, a roof terrace or a private area located at the edge of the podium or a roof terrace would be provided to x235 of the x243 proposed apartments (i.e. to 96.7% of all apartments). The apartments which would not benefit from private amenity space are as follows:

- P11 at 8th and 9th floor levels (1b1p - 40 sq.m) (x2 apartments)
- P12 at 8th and 9th floor levels (1b1p - 42 sq.m) (x2 apartments)
- P3 at 12th floor level (1b1p - 40 sq.m) (x1 apartment)
- P2 at 13th and 14th floor levels (2b4p - 70 sq.m) (x2 apartments)
- P2 at 15th floor level (2b3p - 62 sq.m) (x1 apartment)

209. It is material that, with the exception of apartment refs: P2 at 13th and 14th floor levels, these apartments are not intended for family accommodation; for this purpose, as per the SPD, all flats or duplex apartments with two bedrooms or more and exceeding 65 sq.m. gross floor space. In any case, as allowed by the SPD, occupiers of these two family accommodation apartments would (alongside occupiers of other apartments benefitting from private amenity space) have access to communal amenity space.

210. In addition to private amenity space being provided to 96.7% of the proposed apartments future occupiers would have use of the following external communal amenity spaces:

- Upper ground ('podium') - Fitness terrace (circa 320 sq.m) and petanque terrace (circa 376 sq.m)
- 4th floor - Sky park (circa 376 sq.m)

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- 6th floor - Outdoor yoga terrace (circa
- 8th floor - Wildlife terrace (circa 110 sq.m)
- 8th floor - Foliage terrace (circa 137 sq.m)
- 10th floor - Alfresco terrace (79 sq.m)
- 12th floor - Herb terrace (circa 132 sq.m)

211. The submission also provides landscaping plans and strategy of the external communal amenity spaces, showing these areas being able to accommodate a variety of potential amenity uses and how a high quality landscape design could be implemented to achieve high quality spaces.

212. The BRE Guidelines acknowledge that sunlight in to external amenity spaces is important, recommending that at least half of the area in question should receive at least 2 hours of sunlight on 21st March, as this date represents average annual conditions and therefore sunlight amenity is expected to increase after this point, to a maximum on the summer solstice (21st June). The applicant has therefore undertaken overshadowing assessments for external amenity areas at ground floor and first floor levels. Whilst 21st March has been assessed by the applicant the submitted assessment sets out that the average temperate maximum temperature during March is 10°C, with inclement weather, which is not conducive to 'sitting out' in external amenity spaces, which are predominantly used in the summer months which are much more conducive to outdoor activities. The following tables show the results of these assessments:

213. The daylight and sunlight report demonstrates that, with the exception of the 'podium' level petanque terrace, all external community amenity spaces would receive more than 2 hours of direct sunlight on 21 March and, as such, that a very good level of sunlit amenity would be provided to these spaces. Whilst the 'podium' level petanque terrace would fall below the 50% BRE recommendation this area would nonetheless provide valuable external amenity space for future occupiers who would still have access to good levels of sunlight on the alternative 'podium' and roof terraces

214. Taking into account the largely Woking Town Centre location of the site, and that the scheme would provide flatted development, the overall approach to external amenity space provision is considered to be of a good standard and acceptable.

Transport and accessibility

215. The NPPF promotes sustainable transport (Section 9), stating that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 108 of the NPPF states that decisions should take account of whether:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

216. Paragraph 109 of the NPPF states 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.

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217. Paragraph 111 of the NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. These requirements are reflected within Policy CS18.

218. Policy CS18 states that the Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity and that this will be achieved by, inter alia:

- *Locating most new development in the main urban areas, served by a range of sustainable transport modes, such as public transport, walking and cycling to minimise the need to travel and distance travelled.*
- *Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of development traffic and other environmental and safety impacts (direct or cumulative). Transport Assessments will be required for development proposals, where relevant, to fully assess the impacts of development and identify appropriate mitigation measures. Developer contributions will be secured to implement transport mitigation schemes.*
- *Requiring development proposals that generate significant traffic or have significant impact on the Strategic Road Network to be accompanied by a travel plan, clearly setting out how the travel needs of occupiers and visitors will be managed in a sustainable manner.*
- *Implementing maximum car parking standards for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. Minimum standards will be set for residential development. However, in applying these standards, the Council will seek to ensure that this will not undermine the overall sustainability objectives of the Core Strategy, including the effects on highway safety. If necessary, the Council will consider managing the demand and supply of parking in order to control congestion and encourage use of sustainable transport.*

219. The reasoned justification text to Policy CS18 states:

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

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

“Woking Rail Station provides a fast and frequent service to London, intra-regional and local rail services and is an interchange for the Railair coach service to London Heathrow Airport. Woking as a transport hub has a direct linkage to the economic viability and vitality of the town centre and rest of the borough. The rail station is a

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focus for providing an integrated transport interchange to influence a shift in behaviour to non-car modes of travel. Works to improve capacity at Woking Rail Station are included in the Infrastructure Delivery Plan.”

221. The application has been submitted with a Transport Assessment (TA) and Residential Travel Plan (RTP), both prepared by Mode Transport Planning.

Pedestrian and vehicular access / local highway network

222. The site is located towards the western edge of Woking Town Centre and incorporates the office buildings of Church Gate and Premier House and Nos.28-37 Vale Farm Road (incl.). Church Gate is currently accessed by vehicles via an under-croft access from Church Street West which leads to a rear car park. Premier House is accessed via an existing access drive from Church Street West, which is shared with the adjacent office at building at Nos.21-25 Church Street West. Pedestrian access for both Church Gate and Premier House is from Church Street West. Nos.28-37 Vale Farm Road are accessed both by vehicles and pedestrians via Vale Farm Road and Oak's Road, which join with Goldsworth Road at a 4-arm roundabout and priority junction respectively.

223. Working in partnership Surrey County Council and Woking Borough Council have commenced works on Woking's Integrated Transport Project (WITP) for Woking Town Centre, phase 4 of which includes proposed amendments / improvements to the local highway network in the vicinity of the site, along Church Street West, as follows:

- Build out and reduce the eastern end of Church Street West to one lane north-east bound towards Victoria Way;
- A new bus stop and associated layby, adjacent to Nos.21-25 Church Street West;
- New uncontrolled tactile paving crossing points along the north-western side of Church Street West; and,
- New traffic signals (right turn only) and signalised pedestrian crossing at the junction with Victoria Way.

224. The TA considers collision data in respect of the local highway network surrounding the site for the most recent five-year period (between 01.11.2015 and 31.10.2020) and concludes that there are not any unusual patterns or trends of recorded collisions observed within the study area and therefore no inherent highway safety issues exist on the local highway network surrounding the site which would likely be exacerbated by the proposed development. The TA also notes that no accidents were recorded at, or within, the immediate location of the main vehicular access from Church Street West which will serve the proposed development.

225. The main vehicular access point will utilise the existing access from Church Street West between Premier House and Nos. 21-25 Church Street West; this access is to be widened to circa 5.5 metres to allow vehicles to efficiently and safely pass each other. A secondary vehicular access from Vale Farm Road will also be provided at the existing turning head, with access also provided from Vale Farm Road to the x11 external car parking spaces.

226. Church Street West will provide pedestrian access with Vale Farm Road also providing pedestrian access. There are circa 2.0 - 2.5 metre wide footways along Church Street West, which will be maintained and enhanced. Phase 4 of the WITP will offer further public realm improvements, including wider/more attractive pedestrian facilities along the northern side of the Church Street West carriageway. Footways will be improved eastbound towards Woking Town Centre, including the provision of a new bus stop and layby facility; further enhancing the sustainable location of the site.

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Walking and cycling

227. Walking is the most sustainable mode of transport. There are high quality pedestrian facilities within the vicinity of the site and throughout Woking Town Centre. Footways on Church Street West, Goldsworth Road and Victoria Way provide easy and convenient walking routes towards Woking Town Centre, Woking railway station and local bus stops. Many of the streets within Woking Town Centre are pedestrianised and have been subject to recent significant enhancements, which has contributed to the provision of a high quality local environment for pedestrians.
228. Cycling is also a highly sustainable mode of travel and has been seen as an increasingly important mode of travel, especially for commuting journeys, and has the scope to be used to undertake shorter-distance journeys otherwise undertaken by public transport or by car. There are recommended, advisory and signed cycle routes within the vicinity of the site; on Church Street West, Goldsworth Road, Poole Road, Commercial Way and Kingsway. Furthermore, separate cycle lanes are shown within Surrey CC's interactive 'Cycle Infrastructure Map' as routing along Victoria Way and the High Street to the east of the site; both of these lanes form a part of the National Cycle Network (NCN) Route 223 which links Woking to Guildford to the south and the settlements of Weybridge and Chertsey to the north-east.
229. The indicative 'Woking Walking & Cycling' map, published by Travel Smart in Surrey, recommends Brewery Road, the A3046, Horsell Moor, Goldsworth Road, Poole Road, High Street, The Broadway, Church Street East, and Chertsey Road as being safe and accessible routes for cyclists; these cycle routes provide good connections to facilities and amenities that are located throughout Woking Town Centre and the surrounding area. An off-road cycle path is routed along the Saturn Trail canal towpath which has a northeast-southwest alignment to the north of the site and town centre; the route is on the NCN Route 221 and offers links to Brookwood to the south-west and Sheerwater to the north-east.
230. Literature published by Sustrans suggests that whilst definition of an acceptable cycle distance cannot be fixed, an approximate and sound guide for a comfortable cycling distance could be up to 5 miles (about 8 kilometres) over a half-hour period, which links with recommended minimum amounts of adult physical activity of five thirty-minute units weekly. A cycle catchment threshold of five kilometres extends westwards to include Horsell and Knaphill and north-east to West Byfleet. At eight kilometres the catchment would run through to Weybridge to the north-east and Guildford to the south. It is therefore feasible for cycling to and from the site to be undertaken from within a wide catchment area and for a number of different trip purposes.
231. The TA sets out that the multi-modal percentages from 2011 Census Method of Travel to Work data for the Woking Town Centre Output Area have been applied to the residential vehicle trip rates from the TRICS assessment to generate a multi-modal trip assessment for the proposed development:

Mode	Mode split (%)	2-Way Development Trips	
		AM Peak (08:00 - 09:00 hrs)	PM Peak (17:00 - 18:00 hrs)
Cycle	2%	3	3
Walk	17%	22	28
Rail ('linked')	31%	40	51
Bus ('linked')	2%	3	3

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232. Therefore it is estimated that the proposed development would result in the generation of an additional walking trip circa every 3 minutes in the AM peak, and circa every 2 minutes in the PM peak, and the generation of an additional cycle trip circa every 20 minutes in both the AM and PM peaks.
233. Including 'linked trips' (i.e. to/from nearby rail and bus services), and assuming a 'worst case' scenario that all such 'linked trips' were started/ended by foot, the proposed development would result in the generation of an additional walking trip just less than circa every 1 minute in both the AM and PM peaks; not all of these trips would move in the same direction. Including 'linked trips' (i.e. to/from nearby rail and bus services), and assuming a 'worst case' scenario that all such 'linked trips' to/from rail and bus services were started/ended by cycle, the proposed development would result in the generation of an additional cycle trip circa every 1.5 minutes in the AM peak and circa every 1 minute in the PM peak; again, not all of these trips would move in the same direction. The surrounding high quality pedestrian and cycle network would have ample capacity to accommodate these additional pedestrian and cyclist flows and maintain a high level of service.

Proximity to local facilities and amenities

234. There are a number of local facilities and amenities in and around Woking Town Centre within close proximity to the site that can be easily accessed by walking, cycling or public transport. The following table - extracted from the TA - demonstrates that a number of facilities and amenities are within a 20-minute walk and 10-minute cycle of the site:

Facility	Walking time (mins)	Cycle time (mins)
Woking Library	6	4
Post Office (Commercial Way)	6	5
The Peacocks / Wolsey Place Shopping Centres	4	3
Lion Retail Park	23	7
Sainsbury's Supermarket (Wolsey Place)	4	3
Morrison's Supermarket	9	3
Asda Supermarket (Lion Retail Park)	24	8
Woking Community Hospital	10	4
Pure Gym (Horsell)	13	6
Woking Leisure Centre	16	6
Woking Park	17	6
The Park School	16	6
St. Dunstan's Primary School	20	7
St. Andrews School (Horsell)	21	7
Goldsworth Primary School	11	4
Horsell Junior School	23	8
Sythwood Primary School	28	8
Woking High School	23	8

235. The preceding clearly supports the scope of the site to reduce the dependency on travel by the private car for a number of journey purposes. It is evident that a large number of key facilities are accessible from the site through non-car modes, being accessible in the first instance by foot and not requiring the additional use of local public transport or private car, with all of these also accessible within a practical cycle journey
236. For the purpose of commuting, which is the key travel purpose particularly during peak periods, the 'acceptable' walking distance, as guided by the Chartered Institute of Highways and Transportation (CIHT), is defined as 1 kilometre, which incorporates the full extent of Woking Town Centre, with its retail and leisure opportunities, as well as Woking railway station and the High Street link road bus stops.

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Rail

237. Woking railway station is located an approximate 7-minute walk (circa 550 metres) to the east of the site, within the 800 metre 'acceptable' walking distance to railway stations, as recommended by the Chartered Institute of Highways and Transportation (CIHT) Woking station is located on the South Western Main Line, thereby serving destinations such as Winchester, Southampton, Bournemouth, Poole and Weymouth. Woking station is also served by a number of rail services on the Portsmouth Direct Line, Alton Line and West of England Main Line offering routes to Guildford, Portsmouth, Alton, Andover, Salisbury and Exeter.
238. There are typically fourteen rail services per hour between London Waterloo (average journey time between 25 - 30 minutes) and a number of population centres running through Woking railway station; including Guildford (average journey time 10 minutes), Basingstoke (average journey time 30 minutes), Portsmouth and Southampton.
239. The TA sets out that the multi-modal percentages from 2011 Census Method of Travel to Work data for the Woking Town Centre Output Area have been applied to the residential vehicle trip rates from the TRICS assessment to generate a multi-modal trip assessment for the proposed development:

Mode	Mode split (%)	2-Way Development Trips	
		AM Peak (08:00 - 09:00 hrs)	PM Peak (17:00 - 18:00 hrs)
Rail	31%	40	51

240. The TA identifies that between 40-51 rail movements would occur during each peak hour. Assuming a single direction of travel for each of the residential originator trips (i.e. outbound from Woking during the AM peak and inbound into Woking during the PM peak), and assuming travel to/from London only, as an average across the range of services there would be no more than a further 3 - 4 persons per service in the busiest direction each hour. It should be noted that the preceding represents a 'worst case' scenario in that the projected additional rail trips, whilst likely to be predominantly outbound during the AM peak and inbound during the PM peak, could be distributed across those services running through Woking to alternative key centres to the south and west, which would lessen the impact on the range of rail services running to and from London. Network Rail, and South Western, have been consulted and raised no concerns in respect of rail network capacity.

Bus

241. The nearest bus stops to the site are located on the new High Street link road outside Victoria Place; an approximate 3-minute walk (circa 260 metres) from the site, with these stops being frequently served by numerous routes to various destinations including Guildford, Knaphill, Chobham, Weybridge and Staines. These stops are within the CIHT's recommended walking distance to a bus stop. The TA identifies that further bus stops and additional services are accessed throughout Woking Town Centre, all being located within an approximate 5 to 10-minute walk (circa 400-800 metres) of the site. There are nine regular routes contributing to fifteen buses each hour both heading into and out of Woking Town Centre, and, with a couple of these services operating as through routes, the cumulative hourly frequency is eighteen services in each direction.
242. The TA sets out that the multi-modal percentages from 2011 Census Method of Travel to Work data for the Woking Town Centre Output Area have been applied to the residential

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vehicle trip rates from the TRICS assessment to generate a multi-modal trip assessment for the proposed development:

Mode	Mode split (%)	2-Way Development Trips	
		AM Peak (08:00 - 09:00 hrs)	PM Peak (17:00 - 18:00 hrs)
Bus	2%	3	3

243. Assuming a wholly outbound direction of travel in the AM peak and wholly inbound direction of travel in the PM peak the additional 3 bus movements in each peak hour would be readily accommodated on the existing bus services.

Car parking (residential)

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

Number of bedrooms	Vehicle parking spaces per flat, apartment or maisonette (i)	Number of flats, apartments or maisonettes in proposal (ii)	Overall vehicle parking standard (ie. i x ii)
1 bedroom	0.5	171	85.5
2 bedroom	1	72	72
Total		243	157.5

245. Applying the minimum on-site parking standards the proposed development would need to provide x157.5 parking spaces. The proposed development would provide the following number of on-site parking spaces for cars and cycles:

Type of vehicle	Number of spaces
Cars	68 (incl. disability spaces)
Disability spaces	4
Cycle spaces	243

246. The proposed development represents a provision of approximately 43% compared to the minimum car parking standards. However SPD Parking Standards (2018) is clear about the circumstances where development falling below the minimum parking standards could be appropriate, namely within Woking Town Centre. Furthermore both Policy CS18 and SPD Parking Standards (2018) acknowledge that the application of the parking standards should be balanced against the overall sustainability objectives of the Woking Core Strategy (2012).

247. It is acknowledged that the site does not fall wholly within the Woking Town Centre boundary, as it is defined by the Proposals Map. However it is nonetheless the case that 68.72% (i.e. x167) of the x243 proposed dwellings would fall within the Woking Town Centre boundary and that the remainder (i.e. 31.28% or x76 dwellings) would be located immediately adjacent to the Woking Town Centre boundary. It is also highly material that x64 (i.e. 26.3%) of the proposed dwellings would be accessed via the lift/stair core entered via the reception area fronting Vale Farm Road, which falls outside of the Woking Town Centre boundary. Whilst it is the case that a total of x76 of the proposed dwellings would fall outside of the Woking Town Centre boundary x12 of those dwellings would nonetheless be

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accessed via the lift/stair core fronting Church Street West, which falls within the Woking Town Centre boundary, notwithstanding that the dwellings themselves would fall outside of the Woking Town Centre boundary. In respect of residential car parking it is therefore considered appropriate, in this seemingly unique scenario, to consider the minimum parking requirement which would be exerted by the x64 proposed dwellings which would be accessed from the lift/stair core on Vale Farm Road (i.e. from outside of the Woking Town Centre boundary):

Number of bedrooms	Vehicle parking spaces per flat, apartment or maisonette (i)	Number of flats, apartments or maisonettes in proposal (ii)	Overall vehicle parking standard (ie. i x ii)
1 bedroom	0.5	40	20
2 bedroom	1	24	24
Total		64	44

248. The minimum parking standard for those x64 dwellings accessed from the Vale Farm Road lift/stair core would be x44 spaces, as set out in the preceding table. The proposal would provide a total of x68 parking spaces, therefore exceeding the minimum parking standard for those dwellings accessed from the Vale Farm Road lift/stair core, by x20 spaces. It is acknowledged that, in reality, the residential parking would not be allocated to the dwellings in this manner but this assessment rationale seeks to demonstrate that the residential parking provision would meet the SPD minimum standards in the event spaces were to be allocated in this manner.
249. Given the accessibility of the site, not only in terms of the range of sustainable travel modes (i.e. walking, cycling, bus, rail) which would be available to future residential occupiers to travel to and from the local area but also in terms of the range of local amenities which can be accessed practically primarily on foot given the Woking Town Centre, and Woking Town Centre edge location, the scope to both provide on-site car parking below the minimum levels set out within SPD Parking Standards (2018), and within this reduced-level parking provide appropriate accessible parking, is appropriate. A constrained level of parking in highly sustainable locations such as this is supported by national and local policy which promote sustainable travel and a shift away from the use of the private car.
250. The residential element of the proposed development would be supported by a comprehensive Travel Plan which would include significant additional measures, not only to encourage non-car modes of travel but to promote more sustainable use of the car with the provision of up to x2 car club vehicles. Enterprise Car Club have provided a proposal to the applicant for this provision. 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. Within very close proximity of the site there is an existing car club vehicle currently available on-street outside No.32 Goldsworth Road. As part of the proposal, the applicant is proposing to facilitate and fund the provision of up to x2 car club vehicles and has also agreed to a clause in the S106 legal agreement which would secure funding to facilitate 2 year's free membership of Enterprise Car Club and £50 drive time, which will be provided to multiple residents at the same address and throughout the 2 year period. The provision of additional car club vehicles, and funding of 2 year's free membership for residents of the proposed development, would provide an attractive alternative to private car use and is considered an appropriate response to parking provision in a highly sustainable location in which the proposed development falls largely within the boundary of Woking Town Centre.

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251. Woking Town Centre and much of the surrounding built-up area is subject to a Controlled Parking Zone (CPZ), the effect of which is to prohibit or limit on-street parking. The 'core' of Woking Town Centre (CPZ Area 1) is restricted between 08:30 and 22:00 hrs from Monday to Sunday (incl.) whilst CPZ Area 3, within which the site is located, applies between 08:30 and 18:00 hrs from Monday to Saturday (incl.).
252. The constrained level of on-site car parking for residents and the restrictions imposed by the Woking CPZ represents a strong deterrent to car ownership within the CPZ area. Elsewhere, people living within a CPZ might be tempted to park their vehicles outside the restricted area and walk to/from their home. A helpful reference point for the distance over which this might apply is provided by the widely adopted 'Lambeth Council Parking Survey Guidance Note', often referred to as the 'Lambeth Methodology' which sets out that "*the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site.*"
253. The nearest points of exit from the CPZ Areas relative to the site are at the Goldsworth Road/Bridge Barn Lane junction, which lies approximately 740 metres to the west, and at the western section of Horsell Moor, which can be most directly accessed from the site via 'Step Bridge' over the Basingstoke Canal, resulting in a walking distance of approximately 590 metres each way. Clearly these distances are very substantially in excess of the distance that residents "*may want to park*" from their homes, according to the Lambeth Methodology, being approximately 740 metres, or 370%, in the case of the Goldsworth Road/Bridge Barn Lane junction) and approximately 590 metres, or 295%, in the case of the western section of Horsell Moor. It is recognised that CPZ Area 5 allows overnight/afternoon parking, but future residents would find it highly inconvenient to move their vehicles every weekday to avoid the restricted period (between 09:30 and 11:30 hrs). It is much more likely that residents who are highly reliant upon a private car would choose to live elsewhere, where on-site parking facilities are less constrained. It is also very highly material that the site is a circa 4-minute walk from the Peacocks / Wolsey Place Shopping Centres (including Sainsbury's Supermarket) and that a large Morrison's supermarket is located within a circa 470 metre walk.
254. Furthermore, within the environs of the site single yellow lines are present along Poole Road, between Butts Road and the Morrison's access road, except for one row of parking capable of accommodating circa four vehicles and several bus stands. At each side of the Butts Road junction, extending to the junction with Goldsworth Road, double yellow line restrictions are in operation. In addition to the yellow line parking restrictions, large areas of Poole Road and Cherry Street are covered by dropped kerb crossovers into the commercial uses, further restricting the ability to park. The single and double yellow lines enforce the CPZ Area 3 restrictions, ensuring that only permit holders can park in the designated bays between 08:30 and 18:00 hrs on Mondays to Saturdays (incl.).
255. Oaks Road and Goldsworth Road also provide limited parking opportunities for residents as both are subject to single yellow line restrictions to enforce CPZ Area 1 or 3 parking restrictions. This ensures that residents of the proposed development would not be able to park along these roads between 08:30 and 22:00 hrs Monday to Saturday (incl.), or 08:30 and 18:00 hrs Monday to Sunday (incl.) to the east of the Church Street West/Goldsworth Road mini-roundabout junction.
256. Along Oaks Road, resident permit holder parking bays are provided along the eastern side of the carriageway, providing space for circa eight vehicles. Goldsworth Road provides parking for circa fourteen vehicles in marked bays along the northern side of the carriageway, these bays being subject to a 3-hour parking limit for permit holders, voucher parking or pay and display parking. These restrictions limit the parking options for residents during daytime periods, with the exception of Sunday where the restrictions along Poole

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Road are not in operation. Some of the proposed flats are likely to be unoccupied during weekday periods, when residents go to work but, nevertheless, the presence of weekday and weekend parking restrictions represents a strong deterrent to car ownership.

257. SPD Parking Standards (2018) makes no reference to levels of residential car parking provision for those with registered mobility difficulties. In terms of schemes providing up to 200 spaces the number of accessible spaces is put forward at a rate of 5% of the total number of car parking spaces for employment land-uses and a rate of 6% for shopping, recreation and leisure land-uses. x4 disabled parking spaces (i.e. 5.8% of the x68 proposed spaces) would be provided, an appropriate level of provision.

Car parking (non-residential)

258. In terms of the non-residential (Class E) floorspace, which falls within the Woking Town Centre boundary, Policy CS18 states that maximum car parking standards will be implemented for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. SPD Parking Standards (2018) states that "*Woking Town Centre is a highly sustainable and accessible location with huge pressure on the demand for land. To ensure the efficient use of land in this area zero parking has been applied, in line with Core Strategy Policy CS18: Transport and accessibility*". It is considered, consistent with Policy CS18 and SPD Parking Standards (2018), that the car parking to be provided as part of the proposed development would best serve the residential component of the scheme given the small scale (circa 399 sq.m) and Woking Town Centre location of the non-residential (Class E) floorspace.

Electric vehicle (EV) charging points

259. SPD Climate Change (2014) identifies a minimum requirement of 5% of the total number of parking spaces to be supported by active electric vehicle charging points and a further 15% of the total to be supported by passive electric vehicle charging points, for "*flats and housing with communal facilities of 20 or more car parking spaces*". This level of provision would be provided and can be secured through condition (condition 14 refers).

Cycle parking (residential)

260. Policy CS18 states that:

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

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

261. Cycle parking standards are set out within SPD Parking Standards (2018), which state the purpose of the guidance as being "*to set appropriate car and cycle parking standards for all forms of development to balance a wide set of aims*", including to "*influence a shift in behaviour towards sustainable modes of transport*" such as cycling.
262. SPD Parking Standards (2018) sets a minimum cycle parking standard of x2 spaces per dwelling but states that this applies to "*(family houses, up to 6 residents living as a single household, including households where care is provided)*" and does not refer to flats; provision should therefore be based on an individual assessment.

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263. The majority of the proposed dwellings (i.e. x171, or 70.3%) would be one bedroom apartments; therefore it is not considered that applying a standard for family dwelling houses would be appropriate. The x243 cycle parking spaces proposed as part of the development would accommodate x1 cycle parking space per apartment and is considered to be sufficient, particularly given the Woking Town Centre/Woking Town Centre edge location of the site and that future residents will likely predominantly travel to work or local facilities on foot, or to public transport interchanges (i.e. bus, rail) for onward journeys. It is also material that, with a level of provision of x1 space for each one bedroom and two bedroom apartment, the provision of x243 residential cycle parking spaces complies with the minimum cycle parking levels set out within Surrey County Council's Vehicular and Cycle Parking Guidance (January 2018) as they relate to flats (in lieu of specific flat / apartment guidance with SPD Parking Standards (2018)). Residential cycle parking can be secured through condition (condition 12 refers).

Cycle parking (non-residential)

264. In terms of the non-residential (Class E) floorspace, which falls within the Woking Town Centre boundary, SPD Parking Standards (2018) notes that "*town centre parking not necessarily required*". No cycle parking would serve the non-residential floorspace to be provided as part of the proposed development. However given the small scale (circa 399 sq.m) and Woking Town Centre location of the non-residential (Class E) floorspace this is not considered inconsistent with Policy CS18 and SPD Parking Standards (2018).

Servicing

265. Policy DM16 states that:

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

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

- *require sufficient on-site servicing space to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;*
- *require sufficient information for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;*
- *require on-site servicing space and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.*

267. The TA sets out that refuse/recycling collection is anticipated to operate in a similar fashion to that which currently occurs for the existing office buildings from Church Street West; refuse vehicles will reverse up the shared access drive and bins will be presented from the bin storage area located on the eastern side of the ground floor layout The TA illustrates the

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swept path analysis of a refuse vehicle entering and exiting the access drive, as part of the servicing strategy from Church Street West.

268. The TA also illustrates the manoeuvrability of typical delivery service vehicles that can enter the access drive from Church Street West and sufficiently turn at the northern extent, using the turning head at the site's access, allowing for future resident's home deliveries to be undertaken off-street.
269. Vale Farm Road will also provide for both refuse/recycling servicing and typical home delivery service vehicles, utilising the existing turning head at this location; again the TA contains swept paths demonstrating the manoeuvrability of these respective vehicles.
270. Sufficient storage for refuse and recycling will be provided at ground floor level. Joint Waste Solutions are satisfied with the refuse/recycling bin store sizing and the location of the bin stores in respect of servicing for collection.

Vehicle trip generation

271. The TA forecasts vehicle trip rates for the proposed residential development, and also to represent the existing land use at the site, using data sourced from the TRICS database, as is standard industry practice. This data is contained in the following table:

	AM Peak (08:00 - 09:00 hrs)			PM Peak (17:00 - 18:00 hrs)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing Land Use						
Trip rate (per 100 sqm)	1.66	0.234	1.894	0.196	1.439	1.635
Trip generation (1,889 sq.m Office)	31	5	36	4	27	31
Proposed Development						
Trip rate (per dwelling)	0.058	0.167	0.225	0.184	0.106	0.290
Trip generation (243 dwellings)	14	42	56	46	26	72
Net Variation	-17	+37	+20	+42	-1	+41

272. As can be seen in the preceding table the proposed development is forecast to generate 20 additional two-way vehicle trips in the AM peak hour and 41 additional two-way vehicle trips in the PM peak hour, equivalent to one additional vehicle trip every 3 and circa every 1.5 minutes respectively, during the AM and PM peak hours. The TA considers this impact to be relatively low and negligible and therefore no further assessment of highway capacity is considered to be necessary. Surrey CC Highways have raised no concern with this assessment, as set out within the TA. It is also material that the existing land use trip rates set out within the TA do not include any vehicular trips associated with the x10 existing Vale Farm Road dwellings which would be demolished as part of the proposed development; the net variation assessment set out within the TA is therefore considered to be robust.
273. Whilst commercial space (Class E) does form part of the proposal the TA considers that the modest size (circa 413 sq.m) of this space will not generate a significant level of vehicular traffic because, given the highly sustainable location of the site, any external trips to/from the commercial space are anticipated to be generated by more sustainable modes of travel. Furthermore the TA anticipates that the majority of person trips generated by the circa 413 sq.m commercial space (to include ancillary business areas and café, located on the lower and upper ground floors) will be linked with the overall development, with future residents likely

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to be the prevalent users of the commercial space areas. As such the TA considers no specific external traffic generation for the commercial space element. Again Surrey CC Highways have raised no concern with this assessment, which is considered to be sound.

HIF Recovery Strategy for Woking Town Centre

274. 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 Housing Infrastructure Fund (HIF) scheme. 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.
275. In this instance the proposal would result in the provision of x167 dwellings within the Woking Town Centre boundary, as it is defined by the Proposals Map. The applicant has agreed to make a contribution of £2,000 per Woking Town Centre dwelling (i.e. 167 x £2,000), resulting in a HIF contribution of £334,000. This can be secured through S106 legal agreement.

Thames Basin Heaths Special Protection Area (TBH SPA)

276. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an 'Appropriate Assessment' stage rather than taken into consideration at screening stage, for the purposes the Habitats Directive (as interpreted into English law by the Conservation of Habitats and Species Regulations 2017 (the "Habitat Regulations 2017")).
277. Policy CS8 requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary, to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL. The applicant has agreed to make a SAMM contribution of £135,432 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy (April 2020 update) as a result of the uplift of x233 dwellings as set out within the following table. This would need to be secured through the S106 Legal Agreement and index linked - based on the RPI annual inflation - where planning permission is granted after indexation occurs during April 2021:

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Size of dwelling (bedrooms)	SAMM contribution per dwelling (i)	Number of dwellings in proposal (ii)	Overall SAMM contribution (ie. i x ii)
1 bedroom	£528	167	£88,176
2 bedroom	£716	66	£47,256
Total SAMM contribution			£135,432

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

Arboriculture

279. Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, recognising the benefits of trees and woodland. Policy CS21 states that proposals for new development should, inter alia, incorporate landscaping to enhance the setting of the development, including the retention of any trees of amenity value, and other significant landscape features of merit, and provide for suitable boundary treatment/s. Policy CS24 states that development will be expected to, inter alia, protect and encourage the planting of new trees where it is relevant to do so. Policy DM2 provides a number of more detailed criteria necessary to maintain existing trees and landscaping and related features and secure new provision in development schemes.

280. Arboricultural information has been submitted with the application. No trees located adjacent to, or within the site are subject to Tree Preservation Order (TPO) or Conservation Area (CA) restrictions.

281. The following table provides a summary of those trees likely to be affected by the proposed development, and their relevant quality assessment categories. T represents an individual tree, G a group of trees, and G the partial removal of a group of trees:

Impact	Reason	Cat A – High Quality	Cat B – Moderate quality	Cat C – Low quality	Cat U -
Trees to be removed	To facilitate the development	-	T9, T18, T20	T8, G15, T16, H17, T22, T23, G26	T19, T21, T24, T25
Trees to be retained	Good practice	-	T1, T3, G7, T10, T11, T14, T27	T2, T4, T5, T6, T12, G13	-
Trees to be pruned	To facilitate the development	-	G7	NT6	-
	Good Arboricultural Management / General Maintenance	-	T3, G7, T10, T1, T14	T4, T12, G13,	-

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282. The majority of the trees scheduled for removal are low quality (i.e. Category C), such that their removal is not considered to represent a significant impact to public visual amenity.
283. Whilst there are 3 moderate quality (i.e. Category B) trees scheduled for removal (T9 - Field Maple, T18 - Yew and T20 - Sycamore) none are especially good representations of their respective species. Specialist tree protection measures, and specialist methods of excavation and construction inside Root Protection Areas (RPA) of retained trees, secured through a detailed Arboricultural Method Statement (AMS), would reduce the potential for retained trees to sustain damage to stem, canopy or Root Protection Area (RPA).
284. The Senior Arboricultural Officer comments that, in principal, the proposed development is acceptable in arboricultural terms, albeit they have raised a concern in respect of the impact on a group (2) of Scots Pine trees (G7) from a proposed footway beside the existing play area, which is to be refurbished. Nonetheless the Senior Arboricultural Officer is content that this concern would be capable of being satisfactorily addressed through the submission and approval of amended arboricultural information prior to commencement; this can be secured through condition (condition 26 refers).
285. Overall the approach to arboriculture, and new tree planting through proposed landscaping, is considered to be acceptable. The proposed development complies with Policies CS21 and CS24 of the Core Strategy (2012), Policy DM2 of the DM Policies DPD (2016) and the NPPF in respect of arboriculture.

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

286. Policy CS22 reflects the carbon reduction targets as (conditions 37 and 38 refer):

All new residential buildings should be 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

287. New non-residential floorspace within the proposed development would not exceed 1,000 sq.m or more (gross) floor space such that no BREEAM requirements are triggered.
288. SPD Climate Change (2013) provides more detailed guidance.
289. Policy CS22 also states that:

“All new development should consider the integration of CHP or other forms of low carbon district heating in the development. All new development in proximity of an existing or proposed CHP station or district heating network will be required to be connected to it unless it can be demonstrated that a better alternative for reducing carbon emissions from the development can be achieved.

The evidence base sets out the locations in the Borough which have significant potential for CHP or other forms of low carbon district heating networks. Subject to technical feasibility and financial viability, all development within these zones will be required to be designed and constructed to enable connection to the future network”

290. Thamesway's new low carbon heat network directly passes the development site along Church Street West. At the time of writing, it is very close to completion with this section of the network due to be operational in Q2 of 2021. The site is within an area designated by the SPD Climate Change (2013) as a 'Potential' District Heat Area however as the new heat

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network is almost complete this area should be considered an 'Existing' District Heat Area, in order that Policy CS22 achieves its objective of supporting investment and use of decentralised energy infrastructure. This distinction means that compliance with Policy CS22 would require the proposed development to connect to the new heat network, rather than designing for a future connection.

291. The Energy Assessment Report submitted with the application considers the option of using an on-site CHP facility to provide heat and power to the development but dismisses this option as not being viable at this (small) scale. However, the limitations of on-site CHP do not apply to the town-centre scale district heat network. Connection to the town centre heat network that has recently been installed adjacent to the site will benefit the development by providing a heat supply with a lower carbon intensity than could be achieved through on-site generation. Efficiencies of scale, diversity across the heat network and flexible supply all contribute to delivery of efficient, low carbon affordable heat. Furthermore, as the applicant proposes the scheme will use a site-wide heat network to distribute heat and hot water to apartments there will be no technical barriers to connection to the District Heat network.
292. Thamesway have been consulted and comment that should the Local Planning Authority be minded to grant planning permission, it should be subject to condition that a connection to the new heat network is made, in line with the objectives of Policy CS22 and SPD Climate Change (2013). The applicant has agreed to this, which can be secured via condition (condition 39 refers).

Flooding and water management

293. Paragraphs 155-165 (inclusive) of the NPPF relate to planning and flood risk. Policy CS9 states that the Council will determine planning applications in accordance with the guidance contained within the NPPF, that the Council expects development to be in Flood Zone 1 and that the Council will require all significant forms of development to incorporate appropriate sustainable drainage systems (SuDS) as part of any development proposals.
294. The application has been submitted with a Flood Risk Assessment (FRA) and Drainage Strategy Report (both dated December 2020). The site is located entirely within Flood Zone 1 (low risk); in accordance with Policy CS9 and the NPPF all forms of development are suitable in Flood Zone 1. The site is also significant distances from Flood Zones 2 and 3 (medium and high risk); therefore no fluvial flood risk issues arise and a sequential test is not required in this instance. The FRA identifies that the site is considered to be at very low risk from groundwater, surface water and foul sewer flooding.
295. With regard to surface water drainage in accordance with the NPPF, and Policy CS9, local planning authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SuDS). A drainage strategy (SuDS) is proposed to ensure that the development does not increase flood risk to the site or elsewhere and, where practicable, reduces flood risk over the lifetime of the development. It should be noted that peak rainfall intensity is expected to increase as a result of climate change and, as such, storage calculations include a 40% increase in rainfall depths in accordance with current climate change guidance.
296. The existing surface water drainage system receives flow from all areas of the site and discharges to the Thames Water public sewers via three outfalls at peak rates of 34.92 l/s (to Vale Farm Road outfall) and 30.33 l/s and 26.61 l/s (to Church Street West outfalls) respectively. The proposed SuDS strategy is that drainage from green roofs, terraces, hardstanding areas, roads and green spaces will be collected beneath the car park slab on the ground floor. Surface water discharges from all areas of the proposed development will

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be collected in the new drainage system, with flows directed to the hydrobrake chamber which will limit surface water discharge from the site to 5 l/s maximum (and only to the Vale Farm Road outfall), representing a circa 95% reduction in peak stormwater discharge from the site to the public sewer. Immediately upstream of the hydrobrake chamber there will be a soakaway and an underground stormwater attenuation tank. In a severe storm event, when the soakaway is performing at full capacity, stormwater would be directed to the attenuation tank, which will have a connection at low level to the soakaway, to encourage stormwater to be discharged to ground (via the soakaway) in the first instance. The proposed SuDS system would accommodate a 1-in-100 year plus 40% climate change event. The surface water drainage strategy is sustainable and will ensure flood risk to neighbouring sites (from surface water) will not increase as a result.

297. The Council's Drainage and Flood Risk Team, who undertake the statutory consultee role (for relevant development types) of Lead Local Flood Authority (LLFA) within Woking Borough under local agreements with Surrey CC, has advised that the information submitted is compliant with Policy CS9, and the NPPF, and approval of the application is recommended on flooding and water management grounds subject to conditions (conditions 27 - 30 inclusive refer). The Environment Agency have made no comments.

298. In respect of foul water, Thames Water have been consulted and raise no objection to the proposed development in respect of the foul sewerage network capacity. The proposed development will result in an increase in water demand. No consultation response has been received from the potable water provider (Affinity Water) and thus it is considered that there is no issue in this respect.

299. Overall, subject to recommended conditions, the proposed development complies with Policy CS9, and the NPPF, in respect of flooding and water management.

Aviation

300. The application has been submitted with an Aviation Impact Assessment (dated January 2021) which identifies, inter alia, that:

- The proposed development lies beneath the Conical Surface of Fairoaks Airport, which is a sloped surface that increases in elevation with distance from the airport. The proposed development is clear of the conical surface by 23.24 metres. No physical safeguarding concerns from Fairoaks Airport are predicted.
- The proposed development lies outside of any surfaces associated with Farnborough Airport and therefore no physical safeguarding concerns are predicted.
- The proposed development will be in line-of-sight to the SSR at Heathrow; however, no operational effects are predicted in practice. This is because the radar is modern with numerous capabilities to minimise interference effects, and the proposed development facades are not large flat surfaces, which are the worst case in the context of producing a reflection of the signal. It is understood that NATS have confirmed that they have no concerns with the proposed development.

301. The Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction (2002) identifies two officially safeguarded aerodromes within 20km of the site; London Heathrow, which has been consulted and raise no objection, and Farnborough Airport, which has been consulted and have not provided comments. NATS Safeguarding have been consulted and raise no objection. Fairoaks Airport have also been consulted and raise no safeguarding objections.

LOCAL FINANCE CONSIDERATIONS

302. The proposed development would be liable for Community Infrastructure Levy (CIL) to the sum of £1,946,512 (**£1.9 million**) (including the January 2021 Indexation). This would be in addition to the other planning obligations which are set out within the relevant section at the conclusion of this report.

CONCLUSION – THE PLANNING BALANCE

303. 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.

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

305. The PPG identifies that public benefits can be anything that delivers economic, social or environmental progress and be of a nature or scale to benefit the public at large. The development would provide a significant amount of new, good quality housing, contributing 243 dwellings (and their associated spending power) to the highly sustainable location of Woking Town Centre, and its immediate environs, within which the Woking Core Strategy (2012) both requires such development to be focussed, and identifies for significant change.

306. Whilst the Local Planning Authority considers that it can currently demonstrate a 5-year supply of housing Paragraph 59 of the NPPF identifies the Government's objective to significantly boost the supply of housing and Paragraph 73 of the NPPF highlights that an identified 5-years' worth of housing is only a minimum state. Significant weight attaches to the scale and nature of the housing benefits this scheme would provide. It is also clear that there would be significant economic benefits from the proposed development through employment provided during the construction phase, additional spending power resulting from the construction phase and from future residential occupiers of the scheme, all enhancing the economic vitality, and overall vibrancy, of Woking Town Centre. To these benefits, overall, great weight should be afforded in favour of the proposed development.

307. Overall the proposal is considered to result in a high density, high quality mixed use development in a sustainable location which would make efficient use of land. The proposal 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. The proposed development is considered to exhibit high quality design which responds well

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to its context and is considered to contribute towards a regenerative effect to this western part of Woking Town Centre.

308. To the benefits of the proposed development, it is considered that more than considerable weight should be afforded; they represent public benefits as referred to within Paragraph 196 of the NPPF, which in the circumstances of this application, are considered to outweigh the conflict with the Development Plan, in respect of the harm which would arise to the daylighting of some habitable rooms within Birchwood Court. Overall the proposal is considered consistent with the overarching aims of the Development Plan and is considered to constitute sustainable development. Therefore the application is recommended for approval subject to Appropriate Assessment, recommended planning conditions and S106 legal agreement.

BACKGROUND PAPERS

Consultee responses

Letters of representation

PLANNING OBLIGATIONS

The following obligations have been agreed by the applicant and will form the basis of the S106 Legal Agreement to be entered into:

	Obligation	Reason for Agreeing Obligation
1.	£135,432 SAMM (TBH SPA) contribution <i>(to be index linked - based on the RPI annual inflation - where planning permission is granted after indexation in April 2021)</i>	To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy (2012) and The Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy
2.	Car club provisions, including provision of up to x2 vehicles, parking spaces, car club credit and membership for residents	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
3.	£364,500 affordable housing commuted payment (or Late stage viability review if the Planning Committee would prefer)	To accord with Policy CS12 of the Woking Core Strategy (2012), SPD Affordable Housing Delivery (2014) and the provisions of the NPPF
4.	Circa £1,500,000 (£1.5 million) payment to WBC for purchase of Nos.28-37 Vale Farm Road (incl.) and provision for all existing tenants of Nos.28-37 Vale Farm Road to be appropriately rehoused in accordance with their present needs prior to the commencement of development	To accord with Policy CS12 of the Woking Core Strategy (2012), SPD Affordable Housing Delivery (2014) and the provisions of the NPPF
5.	£334,000 HIF Recovery Strategy contribution	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
6.	£6,150 Surrey CC Travel Plan auditing fee	To accord with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF
7.	Provisions for WBC management and	To accord with Policy CS21 of the Woking

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maintenance of the refurbished Vale Farm Road play area (to be similar to existing terms)	Core Strategy (2012) and the provisions of the NPPF
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RECOMMENDATION

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

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

Conditions

Time limit

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

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

Approved plans and documents

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

Drawing No. / Rev.	Drawing Title	Date
<i>Existing Drawings</i>		
PG_PA 001 Rev A	Location Plan	20 January 2021
PG_PA 002 Rev A	Site Plan	20 January 2021
PG_PA 003 Rev 0	Ground Floor Plans	07 Dec 2020
PG_PA 004 Rev 0	Elevation A + B	07 Dec 2020
PG_PA 005 Rev 0	Elevation C	07 Dec 2020
PG_PA 006 Rev 0	Section AA + BB	07 Dec 2020
<i>Proposed Drawings</i>		
PG_PA 100 Rev A	Site Plan - With Ground Floor Plan	20 January 2021
PG_PA 101 Rev A	Site Plan - With Roof Plan	20 January 2021
PG_PA 102 Rev 0	Ground Floor Plan	07 Dec 2020
PG_PA 103 Rev 0	Upper Ground Floor Plan	07 Dec 2020
PG_PA 104 Rev 0	1st - 3rd Floor Plans	07 Dec 2020
PG_PA 105 Rev 0	4th - 5th Floor Plans	07 Dec 2020
PG_PA 106 Rev 0	6th - 7th Floor Plans	07 Dec 2020
PG_PA 107 Rev 0	8th - 9th Floor Plans	07 Dec 2020
PG_PA 108 Rev 0	10th - 11th Floor Plans	07 Dec 2020
PG_PA 109 Rev 0	12th Floor Plan	07 Dec 2020
PG_PA 110 Rev 0	13th - 14th Floor Plans	07 Dec 2020
PG_PA 111 Rev 0	15th Floor Plan	07 Dec 2020
PG_PA 112 Rev 0	16th Floor Plan	07 Dec 2020
PG_PA 113 Rev 0	Roof Plan	07 Dec 2020
PG_PA 220 Rev 0	Proposed Bike Storage: Plans, Sections and Elevations	15 Dec 2020

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PG_PA 321 Rev 0	Proposed Elevation A	07 Dec 2020
PG_PA 322 Rev 0	Proposed Elevation B	07 Dec 2020
PG_PA 323 Rev 0	Proposed Elevation C	07 Dec 2020
PG_PA 324 Rev 0	Proposed Elevation D	07 Dec 2020
PG_PA 325 Rev 0	Contextual Elevation	07 Dec 2020
PG_PA 326 Rev 0	Proposed Section AA	07 Dec 2020
PG_PA 327 Rev 0	Proposed Section BB	07 Dec 2020
PG_PA 328 Rev 0	Proposed Section CC	07 Dec 2020
PG_PA 340 Rev 0	Facade Detail 01 - Front Elevation	07 Dec 2020
PG_PA 341 Rev 0	Facade Detail 02 - Front Elevation	07 Dec 2020
PG_PA 342 Rev 0	Facade Detail 03 - Front Elevation	07 Dec 2020
PG_PA 343 Rev 0	Side Elevation - Detail 01	07 Dec 2020
PG_PA 344 Rev 0	Rear Elevation - Detail 01	07 Dec 2020
PG_PA 345 Rev 0	Front Elevation - Detail 04	07 Dec 2020
Landscape / Planting Plans & Documents		
N/A	Landscape Design Proposals:	09.12.2019
Premier1Rev1/AJ/12.12.19	Concept Landscape Layout Elevated terrace	12.12.19
Play Area Rev 1/AJ/12.12.19	Concept Landscape Layout Play Area	12.12.19
Balconies Rev 1/AJ/12.12.19	Balconies	12.12.19
Premier planting/AJ/12.12.19	Elevated Terraces	12.12.19
Prem ext Rev1/AJ/12.12.19	Ground level areas	12.12.19
Highways Plans		
J32-4457-PS-001 Rev B	Indicative Access Arrangements	14.12.20
J32-4457-PS-002 Rev B	Refuse Strategy - Church Street	14.12.20
J32-4457-PS-003 Rev B	Service Strategy - Church Street	14.12.20
J32-4457-PS-004 Rev B	Refuse Strategy - Vale Farm Road	14.12.20
J32-4457-PS-005 Rev B	Service Strategy - Vale Farm Road	14.12.20

Reason: To ensure the development is carried out in accordance with the planning permission and to ensure that any development that is carried out is that which has been assessed.

Levels

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

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

External materials / detailing

04. ++ Notwithstanding the details submitted with the application prior to the commencement of superstructure works above ground floor level for the development hereby permitted, full details (including samples) of all external facing materials of that building must be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:

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- a) Mock-up panels of all external materials including natural stone cladding, metal cladding and other metalwork, render, glazing (including frames), balustrades, projecting balconies;
- b) Sections, plans and elevations on drawings at a scale of at least 1:20 of ground floor entrances, glazing and canopies and upper floor glazing, window reveals and balconies; and
- c) Sections, plans and elevations on drawings at a scale of at least 1:75 of rooftop layout (excluding private/communal roof terraces), showing plant, plant screening, machinery and building services equipment required for the functioning of the building, any PV array and any facade cleaning apparatus

The details must generally accord with the type and quality of materials indicated within the application. The building shall thereafter be carried out and permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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

Aerials/ pipework etc

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

Hard and soft landscape

06. ++ The overall concept, layout, extent and type of hard and soft landscaping for the development hereby permitted must generally accord with the approved plans and documents. Prior to the commencement of any superstructure works above ground level a hard and soft landscaping scheme must first be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:
 - a) full details of all proposed tree planting, including planting and maintenance specifications, including cross-section drawings, details of tree pit design / underground modular systems, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period;
 - b) soft planting, grassed/turfed areas, shrubs and herbaceous areas detailing species, sizes and numbers/densities;
 - c) specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
 - d) enclosures including type, dimensions and treatments of any walls, fences, screen walls, barriers, railings and hedges;
 - e) hard landscaping, including samples and specifications of all ground surface materials, kerbs, edges, steps and any synthetic surfaces;

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- f) detailed design of the children's play space, including equipment and structures, key dimensions, materials and manufacturer's specifications, appropriate play space screen planting and boundary treatments, play space signage, play space litter bins (including recycling option) and any other play space street furniture. Play equipment and surfacing within the children's play space must comply with BS EN 1176 and 1177 as well as any other relevant industry standards and best practice guidelines and the supplier should provide details of compliance with the standard for each proposed item of equipment and surfacing;
- g) any other landscaping features forming part of the scheme, including private amenity spaces (and any associated outdoor structures) and green roofs; and
- h) a landscape management plan for the public and private areas to include a maintenance schedule for all landscaped areas and the children's play space.

Tree and other planting must accord with BS: 3936-1:1992, BS: 4043:1989, BS: 4428:1989 and BS: 8545:2014 (or subsequent superseding equivalent(s)). All landscaping must be completed/planted in accordance with the approved details during the first planting season following practical completion of the development or in accordance with a programme otherwise first agreed in writing with the Local Planning Authority. All soft landscaping must have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased must be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting must be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting must be in accordance with the approved details.

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

Construction Environmental Management Plan (CEMP)

07. ++ Prior to any works being undertaken pursuant to this planning permission (other than site hoarding and site investigation) a Construction Environmental Management Plan (CEMP) must first be submitted to and approved in writing by the Local Planning Authority. The details must include (but not be limited to) the following:
- i. Measures to minimise visual impact during construction;
 - ii. Measures to minimise noise and vibration levels during construction;
 - iii. Measures to minimise dust levels during construction;
 - iv. Measures to control pollution during construction (including a Pollution Response Plan);
 - v. Measures to prevent potential contamination of controlled waters arising from general demolition and construction-related activities;
 - vi. Construction lighting strategy, including measures to minimise light spill;
 - vii. Measures to reduce water usage during construction;
 - viii. Measures to reduce energy usage during construction;
 - ix. Neighbour and public relations strategy; and
 - x. Site Waste Management Plan.

Reason: To protect the environmental interests and the amenity of the area and to comply with Policies CS6, CS7, CS9 and 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.

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Highways / Transport

08. No part of the development hereby permitted must not be first occupied/ first opened for trading unless and until the proposed modified vehicular access to Church Street West has been constructed and provided with visibility splays in accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m high.

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

09. No part of the development hereby permitted must not be first occupied/ first opened for trading unless and until the proposed vehicular access to Vale Farm Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

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

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

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

11. ++ Prior to any works being undertaken pursuant to this planning permission (other than site hoarding and site investigation) a Construction Transport Management Plan (CTMP), to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials;
- (d) programme of works (including measures for traffic management);
- (e) HGV deliveries and hours of operation;
- (f) vehicle routing (in accordance with the Air Quality Assessment submitted with the application);
- (g) measures to prevent the deposit of materials on the highway; and
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

must be submitted to and approved in writing by the Local Planning Authority.

Only the approved details must be implemented during the demolition and construction works associated with the development hereby permitted.

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

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

- a) The secure parking of a minimum of 243 bicycles within the development site and 20 bicycles within the external landscaping areas

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

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the NPPF.

13. ++ The development hereby permitted must be first occupied unless and until the following facilities have been provided in accordance with an overall scheme to first be submitted to and approved in writing by the Local Planning Authority to include:

- (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; and
(b) Updated Residential Travel Plan incorporating the comments of the Surrey CC Travel Plans Officer into the Residential Travel Plan, dated December 2020 and prepared by Mode Transport Planning.

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

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

14. ++ The development hereby permitted must not be first occupied unless and until a minimum of 15% of the total parking spaces are provided with passive electric vehicle charging points and a minimum of 5% of the total parking spaces are provided with active electric vehicle charging points in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority prior to first occupation. The submitted scheme must include technical details of the active/fast charge electric vehicle charging point(s). Active/fast charge electric vehicle charging points must be provided in accordance with the approved scheme and thereafter permanently maintained as such (unless replaced with more advanced technology serving the same objective).

Reason: In order that suitable provision for electric vehicle charging points is made in accordance with SPDs Parking Standards (2018) and Climate Change (2014) and the NPPF.

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Noise

15. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted, a noise assessment must be undertaken to demonstrate:
- typical noise transmission from the “Welcome Church” premises during a regular service (measured in $L_{Aeq,5 \text{ minutes}}$ 1/3rd octave bands from 50Hz to 5000Hz) for the duration of the service;
 - Measured $L_{Aeq,5 \text{ minutes}}$ 1/3rd octave band sound levels at ground floor and predictions for upper floors emanating from the Welcome Church for the duration of a service;
 - Calculations showing the minimum performance requirements for glazing (specified as $R_w + C_{tr}$) and ventilation (specified as $D_{n,e,w} + C_{tr}$) in order that the highest calculated $L_{Aeq,5 \text{ minutes}}$ in the completed dwellings does not exceed:
 - 40 dB in lounges and bedrooms; and
 - 45dB in all other habitable rooms
- with the ventilation systems providing background ventilation

The assessment must be submitted to and approved in writing by the Local Planning Authority. Any approved noise mitigation must be implemented concurrently with the development, fully implemented prior to first occupation of the 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.

16. ++ Prior to the occupation of the development hereby permitted a methodology and scheme of pre-completion testing to demonstrate compliance with BS 8233:2014 internal ambient noise levels for habitable rooms must be submitted to and approved in writing by the Local Planning Authority. Tests must demonstrate that the performance ensures compliance with the following upper levels:

Normal conditions (Background ventilation)

- 35 dB $L_{Aeq,T}$ in all habitable rooms between the hours of 07:00 and 23:00; and
- 30 dB $L_{Aeq,T}$ and L_{Amax} less than 45 dB in bedrooms between the hours of 23:00 and 07:00.

Welcome Church service conditions

- 40 dB $L_{Aeq,15min}$ in all habitable rooms between the hours of 07:00 and 23:00.

b) A post completion verification report including acoustic test results, acoustic data for the glazing system and ventilation system to the residential units, and confirming that the above maximum noise standards have been complied with must be submitted to the Local Planning Authority for written approval prior to the expiry of the period of 3 months from first occupation of the development hereby permitted.

The development hereby permitted 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 and to protect the existing and future operations of the safeguarded Downside Goods Yard in accordance with Policy CS21 of the Woking Core Strategy (2012), Policies DM5 and

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DM7 of the DM Policies DPD (2016), Policies MC6 and MC16 of the Surrey Minerals Plan Core Strategy DPD and the NPPF.

17. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted details of sound insulation separating commercial space from residential units above must be submitted to and approved in writing by the Local Planning Authority. Any approved noise mitigation must be implemented concurrently with the development, fully implemented prior to first occupation of the 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.

18. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted details of:

- how overheating shall be addressed through glazing and ventilation design;
- how the glazing and ventilation design (which may include the need for active cooling) ensures window and doors can be retained shut at all times for noise mitigation purposes to accord with the requirements of Condition 16 without leading to overheating; 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. Any approved measures must be implemented concurrently with the development, fully implemented prior to first occupation of the 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 and to protect the existing and future operations of the safeguarded Downside Goods Yard in accordance with Policy CS21 of the Woking Core Strategy (2012), Policies DM5 and DM7 of the DM Policies DPD (2016), Policies MC6 and MC16 of the Surrey Minerals Plan Core Strategy DPD and the NPPF.

19. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted details demonstrating that all external amenity spaces (except balconies) for the building meet 50 dB $L_{Aeq,16h}$ during normal conditions must be provided.

Where external amenity space(s) are predicted to be subject to noise levels higher than the above criterion a scheme of mitigation to reduce external amenity space noise to a minimum, or proposals demonstrating suitable 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.

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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.

20. ++ No development must commence (including demolition and site preparation works) until a Noise and Vibration Management Plan (NVMP) (which may be a standalone document or form part of the wider Construction Environmental Management Plan (CEMP)) has been submitted to and approved in writing by the Local Planning Authority. The NVMP must provide predicted noise (and where necessary) vibration levels and details of mitigation and monitoring. Only CFA (Continuous Flight Auger) piling must occur pursuant to this planning permission unless a comprehensive assessment of noise and vibration arising from other piling techniques has first submitted to and approved in writing by the Local Planning Authority. The NVMP must also provide a protocol for receiving, investigating and resolving noise and/or vibration complaints during the demolition and construction phase(s). Development must only be undertaken in accordance with the approved Noise and Vibration Management Plan (NVMP) unless the Local Planning Authority otherwise first agrees in writing to any variation.

Reason: To protect the environmental interests and the amenity of the area and to comply with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) 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.

21. ++ Fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment, provided to service the completed development, must not be installed until details, including acoustic specifications, have been submitted to and approved in writing by the Local Planning Authority. Such plant and equipment must not be installed otherwise than in strict accordance with the approved specifications and must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

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

22. Demolition or construction work of any sort within the area covered by the application site must only take place between:
- 0800 and 1800 hours between Mondays and Fridays (inclusive);
 - 0800 and 1300 hours on Saturdays; and
 - Not at all on Sundays, Bank or Public Holidays

unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of the surrounding area 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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External lighting / CCTV etc

23. ++ Notwithstanding the details submitted with the application prior to the occupation of the development hereby permitted details of:
- a) CCTV (if applicable);
 - b) general external lighting (including amenity lighting, security lighting and building facade lighting); and
 - c) access control measures for residential core entrances.

on or around the building and within the adjoining public realm must be submitted to and approved in writing by the Local Planning Authority. The details must include the location and specification of all lamps, light levels/spill, illumination, CCTV cameras (including view paths) and support structures including height, type, materials, colour (RAL) and manufacturer's specifications.

Evidence must be submitted to demonstrate that the final detailed external lighting design (including amenity lighting, security lighting and building facade lighting) is in line with recommendations within the Guidance Notes for the reduction of Obtrusive Light GN01:2011 (or any future equivalent) for Environmental Zone E3, with regards to sky glow, light intrusion into residential windows and luminaire intensity.

Development must be carried out only in accordance with the approved details and be permanently maintained as such thereafter for the lifetime of the development.

Reason: To protect the general environment, the amenities of the area and the residential amenities of neighbouring and nearby existing and introduced properties in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the NPPF.

Refuse / recycling

24. ++ a) The refuse and recycling bin storage and other associated facilities (including chutes, bin lifts etc) shown on the approved plans must be provided prior to the occupation of the building and thereafter made permanently available for the lifetime of the building.
- b) Notwithstanding the information submitted with the application details of the refuse and recycling collection arrangements (including points of collection and frequency of collection) must be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building and thereafter permanently maintained for the lifetime of the building.

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

25. ++ Prior to the commencement of superstructure works above ground level for the development hereby permitted full details of biodiversity enhancements must be submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancements across the development must include the following:
- a) incorporation of areas of biodiverse roof where possible;

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- b) predominantly native tree, shrub and wildflower planting, details of which must include locations, species and planting plans;
- c) landscaping to include a good diversity of nectar-rich plants to provide food for bumblebees and other pollinators for as much of the year as possible, details of which must include species lists and planting plans;
- d) provision of artificial bat roosting opportunities (located on any retained mature trees on the boundaries of the site, or incorporated into the design of the new building and positioned between 3-5m above ground level facing south-east to south-west), details of which must include number, locations and type of boxes;
- e) provision of bird boxes for appropriate bird species (including provision integral to the design of the new building), details of which must include number, locations and type of boxes;
- f) a scheme to ensure that any newly installed or replaced means of enclosure within, and/or surrounding, the application site contain holes/gaps approximately 10x10cm to allow for movement of hedgehogs, common toad, frogs and other wildlife.

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

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

Arboriculture

26. ++ Prior to the commencement of the development hereby permitted (including demolition and all preparatory work), an amended scheme for the protection of the retained trees, in accordance with BS 5837:2012 (or any future equivalent(s)), including an amended Tree Protection Plan(s) (TPP) and an amended Arboricultural Method Statement (AMS) must be submitted to and approved in writing by the Local Planning Authority. The amended TPP and AMS must include (but not be limited to) the following specific issues:
- a) Location, extent, depth, installation and full details of the method of construction of services/ utilities/ drainage within Root Protection Areas or that may impact on the retained trees;
 - b) Details of special engineering of foundations and specialist methods of construction within Root Protection Areas or that may impact on the retained trees;
 - c) A full specification for the construction of any roads, parking areas and driveways within Root Protection Areas or that may impact on the retained trees, including details of any no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details must include relevant sections through them;

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- d) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses;
- e) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing;
- f) A specification for scaffolding and ground protection within tree protection zones;
- g) Tree protection during demolition and construction indicated on a Tree Protection Plan and demolition and construction activities clearly identified as prohibited in these area(s);
- h) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing;
- i) Details of any new / replacement boundary treatments within Root Protection Areas and methods of installation;
- j) Methodology and detailed assessment of any root pruning;
- k) Provision for the convening of a pre-commencement site meeting attended by the developers appointed arboricultural consultant, the site manager/foreman and a representative from the Local Planning Authority to discuss details of the working procedures and agree either the precise position of the approved tree protection measures to be installed OR that all tree protection measures have been installed in accordance with the approved tree protection plan;
- l) Provision for arboricultural supervision and inspection(s) by suitably qualified and experienced arboricultural consultant(s) where required, including for works within Root Protection Areas; and
- m) Reporting of arboricultural inspection and supervision

No demolition, site clearance or building operations must commence until tree and ground protection has been installed in accordance with BS 5837: 2012 (or any future equivalent(s)) and as detailed within the approved TPP and AMS. The development must thereafter be carried out in accordance with the approved details or any variation as may subsequently be agreed in writing by the Local Planning Authority.

Reason: To ensure the retention and protection of trees on and adjacent to the site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works.

Water management (SuDs)

27. The development hereby permitted must only be carried out in strict accordance with:
- Flood Risk Assessment (Ref: FCL/327/01, dated 04 Dec 2020);

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- Response to Comments from WBC Drainage and Flood Risk Team dated 11 February 2021 (Ref: FCL/327/X1/A, dated 01 Mar 2021);
- Proposed Drainage Layout Plan (Ref: FCL 327 C 100 Rev A, dated 19.02.21);
- Proposed Drainage - Miscellaneous Detail Sheet 1 (Ref: FCL 327 C 101 Rev A, dated 19.02.21); and
- Proposed Drainage - Miscellaneous Detail Sheet 2 (Ref: FCL 327 C 102 Rev A, dated 19.02.21)

unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent an increase in flood risk in accordance with Paragraph 163 of the NPPF and Policy CS9 of the Woking Core Strategy (2012).

28. ++ No development must commence on the application site (with the exception of site hoarding, site preparation and demolition) until construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a detailed construction method statement have been submitted to and approved in writing by the Local Planning Authority. The scheme must then be constructed only in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first occupation of the development hereby permitted. No alteration to the approved drainage scheme must occur without prior written approval of the Local Planning Authority.

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

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

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

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

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

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

Land contamination

31. ++ Prior to the commencement of development and any contaminated land site investigations on site and in follow-up to the environmental desktop study report (Ref. Apple report Oct 2019 CL/2831/rev 1 / PH) a contaminated land site investigation proposal (which must cover all ground level play areas & entrance soft landscape areas) must be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). This proposal must provide details of the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model. Following approval, the Local Planning Authority must be given a minimum of two weeks written prior notice of the commencement of site investigation works on site. The site investigation works must 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 in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

32. ++ Prior to the commencement of the development (except demolition and site clearance) a contaminated land site investigation and risk assessment, undertaken in accordance with the approved site investigation proposal, that determines the extent and nature of contamination on site and reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, must 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 in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

33. ++ Prior to the commencement of the development (except demolition and site clearance) a detailed remediation method statement must be submitted to and

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approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The remediation method statement must 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 must detail the information to be included in a validation report. The remediation method statement must also provide information on a suitable discovery strategy to be utilised on site should contamination manifest itself during site works that was not anticipated. The Local Planning Authority must be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development must 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 in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

34. ++ Prior to the first occupation of the development hereby permitted a remediation validation report for the site must be submitted to and approved in writing by the Local Planning Authority. The report must detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into the development the testing and verification of such systems must have regard to 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 in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF.

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

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF.

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36. ++ Prior to the commencement of development evidence that the building(s) were built post 2000 or an intrusive pre-demolition asbestos survey in accordance with HSG264 must be submitted to and approved in writing by the Local Planning Authority. The survey must be undertaken and a report produced by a suitably qualified person and must include any recommendations deemed necessary. The development must then be undertaken in accordance with the approved details. Upon completion of demolition works, the applicant must provide in writing to the Local Planning Authority suitably detailed confirmation that demolition works were carried out with regard to the aforementioned pre-demolition asbestos survey and recommendations contained therein.

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 in accordance with Policy DM8 of the Development Management Policies DPD (2016) 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.

Energy and water

37. ++ Notwithstanding the information submitted with the application prior to the commencement of superstructure works above ground level written evidence must be submitted to, and approved in writing by, the Local Planning Authority (LPA) demonstrating that dwellings within the building 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 must 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 must be in the form of a Design Stage water efficiency calculator.

Development must be carried out wholly in accordance with such details as may be approved and the approved details must be permanently maintained and operated for the lifetime of the relevant dwelling(s) unless otherwise first agreed in writing by the Local Planning Authority.

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

38. ++ No dwelling forming part of the development hereby permitted shall be first occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority, demonstrating that the relevant dwelling 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

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England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence must be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and

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

Such approved details must be permanently maintained and operated for the lifetime of the relevant dwelling(s) unless otherwise first agreed in writing by the Local Planning Authority.

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

39. ++ Prior to the commencement of the development hereby permitted (excluding site preparation works and demolition), details, including timescales, of the connection of the development hereby permitted to the local Combined Heat and Power (CHP) network must 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 permitted and permanently maintained thereafter unless otherwise first agreed in writing by the Local Planning Authority.

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

Amenity spaces

40. No dwelling must be first occupied until the private and/or communal amenity space provision associated with the building within which the dwelling is located is available for use in accordance with the approved plans. Thereafter the private and/or communal amenity space provision must be permanently maintained for the lifetime of the development.

Reason: To ensure a good standard of residential amenity in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

41. 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 development 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.

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Telecoms equipment

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

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".

Reason: To ensure that any structures or apparatus for purposes relating to telecommunications on the building do not adversely affect the appearance of the area in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

43. ++ Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting and/or modifying that Order), no satellite antennae shall be erected or installed on the building hereby permitted. The building hereby permitted must have a central dish or aerial system for receiving all broadcasts for the dwellings created; details of such a scheme must be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the building, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: To ensure that any satellite antennae on the building do not adversely affect the appearance of the area in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

Informatives

01. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the NPPF.
02. The applicants attention is specifically drawn to the planning conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the planning permission and the Local Planning Authority may serve Breach of Condition Notices (BCNs) to secure compliance. The applicant is advised that sufficient time needs to be allowed when submitting details in response to planning conditions, to allow the Local Planning Authority to consider the details and discharge the condition(s). A period of between five and eight weeks should be allowed for.
03. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development. The exemption will be lost if a

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commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from:

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

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

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

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

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

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

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

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

04. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
05. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This may involve the use of dust screens and/ or utilising water supply to wet areas of the site to inhibit dust.
06. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities and Local Government, and setting out your obligations, is available at the following address:
<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance#explanatory-booklet>
07. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to

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submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

08. 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.
09. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
10. 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).
11. 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.
12. The Contaminated Land Officer would like to draw the applicants/agents/consultants attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks' notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to the Contaminated Land Officer.
13. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.
14. Consultation with Fairoaks Airport is recommended regarding crane usage and any possible temporary infringement. It is also recommended that Farnborough Airport are informed of any crane operations during construction. Aviation lighting will be required for any infringement of the Obstacle Limitation Surfaces (OLS), even temporary. A Crane Operations Scheme will likely be requested by Fairoaks Airport regardless of any infringement of the OLS.