

10 APRIL 2018 PLANNING COMMITTEE

5a 17/1048 Reg'd: 12.09.2017 Expires: 14.11.17 Ward: SJS
Nei. 23.10.17 BVPI Minor Number 30/8 On No
Con. Target dwellings - 18 of Weeks Target?
Exp: on Cttee'
Day:

LOCATION: The Premier Inn, Bridge Barn Lane, Woking, Surrey, GU21 6NL

PROPOSAL: Erection of a part two storey, part single storey extension to north elevation of existing hotel annex (use class C1) to provide 18 additional bedrooms following demolition of existing staff house and erection of single storey extension to north elevation to create a lobby. Relocation of the existing access from Bridge Barn Lane to the North East of the site and reconfiguration of the car park

TYPE: Full Planning Application

APPLICANT: WHITBREAD GROUP PLC

OFFICER: Brooke Bournague

REASON FOR REFERRAL TO COMMITTEE

The application has been called to planning committee at the request of Councillor Addison due to the following concerns:

The proposal will increase traffic movements which together with adjacent school traffic will result in increasingly unacceptable traffic congestion, including antisocial parking, which would be detrimental to the amenity of local residents.

The proposal will be over-dominant and have an overbearing impact upon the surrounding conservation area and of a scale detrimental to the character and setting of the listed building.

PROPOSED DEVELOPMENT

The planning application proposes the construction of a part two storey, part single extension to the north side of the existing hotel annex (C1) to provide a net gain of 18 bedrooms, following demolition of Arthurs Bridge House which is currently used as staff accommodation. A further single storey extension is proposed to the north elevation of the existing annex to create a lobby.

The existing vehicular access from Bridge Barn Lane currently located to the south east of the site will be relocated to the north east of the site. The proposed reconfiguration of the car park would result in a net increase of 10 standard spaces and 3 disabled spaces.

PLANNING STATUS

- Urban Area
- Archaeological Interest
- Basingstoke Canal Conservation Area
- Basingstoke Canal Corridor

10 APRIL 2018 PLANNING COMMITTEE

- Tree Preservation Order
- Public House Bridge Barn – Grade II Listed Building
- Surface Water Flooding
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

Grant planning permission subject to conditions

SITE DESCRIPTION

The application site relates to the Bridge Barn Beefeater and Premier Inn site off Bridge Barn Lane. The application site is located within the Basingstoke Canal Conservation Area. The Basingstoke Canal is sited to the north of the site and Goldworth Primary School to the south and west. Bridge Barn Lane is sited to the east of the site with a predominately residential area beyond.

The application site is currently occupied by a number of buildings comprising Grade II Listed Building Bridge Barn (currently occupied by Beefeater Public House and Restaurant), Premier Inn, Premier Inn Annex and Arthurs Bridge House (currently used for staff accommodation). The Premier Inn and Premier Inn Annex currently provide a total of 56 bedrooms. Existing vehicular access to the site is from Bridge Barn Lane to the south east of the site. There are currently a total of 94 car parking spaces within the site.

PLANNING HISTORY

Extensive history, most recent:

PLAN/2006/1272: Erection of a two storey hotel bedroom block (amended drawing - new roof profile). (Amended plan: building re-sited 2m to rear, deletion of parking area in front of staff house and use of frontages for landscaping. Reduction of building height by 1m). Permitted 12.04.2007

PLAN/1996/1080: Erection of 34 bed Travel Inn block with car parking and landscaping. Permitted subject to legal agreement 04.03.1997

PLAN/1995/0914: Erection of 41 bed travel inn block with car parking and landscaping. Refused 09.08.1996

CONSULTATIONS

Consultant Conservation Officer: No objection

Arboricultural Officer: No objections subject to conditions 5 and 6

Surrey Wildlife Trust: No objection subject to conditions 10 and 11

County Archaeologist: No objection subject to condition 9

Environmental Health: No objection

County Highways Authority: No objections subject to conditions 12, 13, 14, 15 and 16

10 APRIL 2018 PLANNING COMMITTEE

Flood Risk and Drainage Team: No objection subject to conditions 7 and 8

Scientific Officer: No objection subject to condition 17

Planning Policy: No objection

BACKGROUND

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

- Alterations to finishing materials
- Alterations to car park and footpaths
- Alterations to internal layout
- Reduction in depth of proposed extension
- Relocation of the proposed plant room from east to west elevation of proposed extension
- Insertion of a two storey element to east elevation of proposed extension
- Amended Arboricultural report

REPRESENTATIONS

A total of 12x objections were received in response to the original proposal raising the following concerns:

- Does not state how many staff are being moved when the staff building is demolished
- If staff continue to live on site this will add to additional traffic movement from 18 bedrooms (Officer note: the applicant has advised staff accommodation will no longer be provided on site)
- Concern over drainage
- Loss of trees
- Increase in traffic
- Decrease value of property
- Overlooking
- Increased noise and nuisance
- Proposal is too close to the road and our property
- Appearance is oppressive and out of scale compared to neighbouring houses on Bridge Barn Lane
- Overbearing impact
- Detract from Listed Buildings and Conservation Area, further damaging its character
- Worsen existing traffic situation propelled with school pick up and drop off on Bridge Barn Lane.
- Additional traffic would also cause additional congestion and safety problems with cyclists and pedestrians.
- No provision for coach parking
- Increase congestion at Bridge Barn Lane/Mabel Street junction
- Parking at school drop off and collection would block access of emergency vehicles into the new proposed access as the road is not wide enough.
- Would support the proposal if double yellow were installed along Bridge Barn Lane from the roundabout on Goldsworth Road to the new proposed access and into the junction of Mabel Street
- There are precedent grounds of rejection (PLAN/1995/0914) which should apply to the current application - over-dominant and overbearing impact upon

10 APRIL 2018 PLANNING COMMITTEE

surrounding Conservation Area and of a scale detrimental to the character and setting of the Listed Building.

- Neighbours along Bridge Mews should have been notified
- Whitbread have a record of non compliance with planning conditions and informatives
- The Arboricultural Planning Statement (APS) is defective, misleading and out of date
- Dominate streetscene
- Conflict with character of Bridge Barn Lane
- Traffic congestion could be eased by hotel allowing parents to use the car park at school pick up and drop off
- There is no indication of how staff accommodation will be provided (or not), once the existing staff house is demolished.
- Highway safety concerns if on site parking will not meet demands of the hotel
- Moving the access will impact on highway safety

Neighbours were re-consulted on the amended plans on 08.03.2018 and a further 3x (two from the same address) objections were received objecting to the proposal raising points already summarised above and the additional points below:

- Contrary to CS21
- Set close to Bridge Barn Lane
- Set 2.5m behind the edge of the public footway and is 4.5m closer than the 7m building line 'redefined' in the 2006/1272 planning permission
- Goldsworth Primary School's website indicates quite clearly that there is only a small minority of pupils that travel on foot across Arthur's Bridge from the north, rendering the new walkway pointless
- Question the County Highway Authority comments

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2012):

- Section 4 - Promoting sustainable transport
- Section 7 - Requiring good design
- Section 10 - Meeting the challenge of climate change, flooding and coastal change
- Section 11 - Conserving and enhancing the natural environment
- Section 12 - Conserving and enhancing the historic environment

Woking Core Strategy (2012):

- CS7 - Biodiversity and nature conservation
- CS9 - Flooding and water management
- CS15 - Sustainable economic development
- CS18 - Transport and accessibility
- CS20 - Heritage & Conservation
- CS21 - Design
- CS22 - Sustainable construction
- CS24 - Woking's landscape and townscape
- CS25 - Presumption in favour of sustainable development

Development Management Policies DPD (2016):

- DM2 - Trees and Landscaping
- DM4 - Development in the Vicinity of Basingstoke Canal
- DM7 - Noise and Light Pollution

10 APRIL 2018 PLANNING COMMITTEE

- DM8 - Land contamination and hazards
- DM20 - Heritage Assets and Their Settings

Supplementary Planning Documents (SPDs):

- Woking Design (2015)
- Outlook, Amenity, Privacy and Daylight (2008)
- Parking Standards (2006)

PLANNING ISSUES

Principle of Development:

1. The NPPF (2012) and Core Strategy (2012) policy CS25 promote a presumption in favour of sustainable development. The site lies within the designated Urban Area and within the 400m-5km (Zone B) Thames Basin Heaths Special Protection Area (SPA) buffer zone. The principle of hotel use within this location has already been established. The proposed extension would result in a net increase of 18 bedrooms (32% increase). The Surrey Hotel Futures Study (2015) has shown there is healthy demand for hotels in Woking and also identifies Woking as a focal point for additional budget hotels.
2. The principle of extending the Premier Inn Annex is considered acceptable subject to further material planning considerations, specific development plan policies and national planning policy and guidance as discussed below.

Impact on Character, the Conservation Area and Listed Building

3. The application site is located in the Basingstoke Conservation Area and Basingstoke Canal Corridor. Bridge Barn a Grade II Listed Building is sited to the north west of the application site.
4. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that, in considering applications within Conservation Areas, Local Planning Authorities shall pay "*special attention...to the desirability of preserving or enhancing the character or appearance of that area*". This is reflected in Policy CS20 of the Woking Core Strategy (2012), Policy DM20 of the Development Management Policies DPD (2016) and Section 12 of the National Planning Policy Framework (2012). Policy CS20 advises that new development must respect and enhance the character and appearance of the area in which it is proposed.
5. The Local Planning Authority is required by Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a Listed Building or its setting or any features of special architectural or historic interest which it possesses. Additionally new development should make a positive contribution to the historic environment and be of high quality design.
6. The NPPF, Policy CS20 of the Woking Core Strategy and Policy DM20 of DM Policies DPD (2016) seek to ensure that development should preserve or enhance the character of Conservation Areas.
7. The proposal includes the demolition of Arthurs Bridge House sited to the north of the existing annex. Arthurs Bridge House is a two storey building with a shallow pitch roof finished in brick at ground floor and timber cladding at first floor. The

10 APRIL 2018 PLANNING COMMITTEE

building is currently used for staff accommodation and its loss is not objectionable. It is considered the demolition of Arthurs Bridge House would preserve the character the Conservation Area and setting of the adjacent Grade II Listed Building. The applicant has confirmed that staff accommodation will no longer be provided on site.

8. The proposed part two storey, part single storey extension would be attached to the north elevation of the existing hotel annex and accessed via a part two storey, part single storey linkway. The proposed bedrooms would be accessed via the existing annex entrance. Three bedrooms would be lost in the existing annex to facilitate the proposed extension which includes 21 bedrooms (including 1 ground floor accessible bedroom) resulting in a net gain of 18 bedrooms. No other facilities are proposed.
9. The proposed extension would be approximately 20.9m deep with a maximum width of approximately 14.5m. The proposed extension would have a ridge height of approximately 8.1m, set down approximately 0.8m from the existing hotel annex. The roof form would incorporate an area of flat roof which has been used to keep the height of the building down to support the footprint. Due to the design the area of flat roof would not be readily visible from the ground.
10. The proposed extension would be two storeys in height, similar to the other buildings within the application site and along Bridge Barn Lane to the east of the site. The proposed extension would not project beyond the east elevation of the existing annex. The elevations reflect the design of the existing annex and the finishing materials include brick and black weatherboarding to match the existing annexe and assist in breaking up the elevations. An external fire escape staircase is proposed to the north elevation of the proposed extension. Condition 3 is recommended to secure details of external materials.
11. There are several lime trees and an oak tree sited to the north elevation of the proposed extension. Arboricultural information submitted with the planning application has shown that these trees can be retained and continue to flourish. The retention of these trees would assist in screening the north elevation and external staircase and retain the setting of the Grade II Listed Building.
12. The proposed extension would be sited approximately a minimum 2m from the east boundary onto Bridge Barn Lane, approximately a minimum 3.5m to Bridge Barn Lane itself, approximately 15m from the properties sited to the east of the application site, approximately 46m from the Premier Inn and approximately 49m from Grade II Listed Bridge Barn. Overall these separation distances are considered acceptable and would retain sufficient spacing between existing buildings and would not harm the setting of the adjacent Grade II Listed Building located to the south west of the application site.
13. A single storey extension is proposed to the north elevation of the annex to enlarge an existing lobby to serve the existing annex and proposed extension. The proposed extension would be approximately 4m wide and 2.1m deep with a mono pitch roof measuring 3.3m. The proposed plans indicate the extension would be finished in facing brick to match the existing annex, condition 3 is recommended to secure details of materials. Due to the position and minor scale of the proposed extension it is not considered that any harm or loss of the setting would occur to the adjacent Grade II Listed Bridge Barn and the character of the Basingstoke Canal Conservation Area would be preserved.

10 APRIL 2018 PLANNING COMMITTEE

14. The Council's Conservation Consultant has been consulted and raised no objection to the proposal.
15. Overall the proposal is considered to preserve the character and appearance of the Basingstoke Canal Conservation Area. It is not considered that any harm or loss would occur to the adjacent Grade II Listed Building and that the significance of the adjacent Grade II Listed Building would therefore be preserved. The application is considered to accord with Policy CS20 of the Woking Core Strategy (2012), Policy DM20 of the Development Management Policies DPD (2016) and Section 12 of the National Planning Policy Framework (2012) (NPPF).

Impact on Neighbours:

16. An approximate minimum 2m separation distance would be maintained to the east boundary and approximate minimum 15m separation distance to No's.1, 2, 3 and 4 Bridge Mews and Malvern House, Ombersley House, Waterside Chambers and Repton, Bridge Barn Lane. These separation distances comply with the recommended minimum distances set out in the Council's 'Outlook Amenity, Privacy and Daylight' SPD (2008) for two storey development (1m for side to boundary relationships). Due to the separation distance it is considered the proposed extension would not have an overbearing or loss of daylight impact to No's.1, 2, 3 and 4 Bridge Mews and Malvern House, Ombersley House, Waterside Chambers and Repton, Bridge Barn Lane. One ground and one first floor fire exit door are proposed in the north elevation and six ground floor and five first floor windows are proposed in the east elevation. Due to the minimum 15m separation distance to Ombersley House and Waterside Chambers, Bridge Barn Lane sited to the east of the proposed extension it is considered there would not be a significant loss of privacy or overlooking to Ombersley House and Waterside Chambers, Bridge Barn Lane.
17. Goldsworth Primary School is sited to the south and west of the application site. The extension would be sited to the north elevation of an existing hotel annex. Due to the position and separation distance it is considered there would not be a significant detrimental impact on the amenities of Goldsworth Primary School.
18. The planning application has been supported by a noise impact assessment which states '*an assessment in line with BS 4142: 2014 has concluded that a low impact would be observed at the nearest noise-sensitive receivers during both the quietest period of night, and the period in which all units are most likely to be operating at full duty*'. Environmental Health have been consulted and raised no objection. It is considered the proposal would not have a detrimental noise impact on the neighbouring properties.
19. Overall the proposed development is considered to have an acceptable impact on neighbours in terms of loss of light, overlooking and overbearing impacts.

Impact on Trees:

20. Policy DM2 of DM Policies DPD (2016) states the Council will '*require any trees which are to be retained to be adequately protected to avoid damage during construction*' and Core Strategy (2012) Policy CS21 requires new development to include the retention of trees and landscape features of amenity value.

10 APRIL 2018 PLANNING COMMITTEE

21. The proposal would result in the loss of 8 Grade C trees. There are 3 Grade B and 4 Grade C trees to be retained that could be damaged during construction. The existing vehicular access from Bridge Barn Lane currently located to the north east of the will be relocated to the south east of the site. The proposed reconfiguration of the car park would result in a net increase of 13 car parking spaces. The proposed new access and additional parking spaces would result in the loss of 7 Grade C trees and provide an enlarged area of hardstanding.
22. The applicant has submitted an Arboricultural Report which details how trees would be protected during construction and the Council's Arboricultural Officer considers the information acceptable in principle but requires further detailed information relating to details of how service and drainage runs would connect to the development. Subject to conditions (condition 5 and 6) to ensure the submission of additional information and compliance with the submitted information, the proposal is considered to have an acceptable impact on trees within the application site.
23. Condition 4 is recommended to secure details of a hard and soft landscaping scheme.

Flood Risk:

24. The application site is at medium, high and very high risk from surface water flooding. The Drainage and Flood Risk Team have been consulted and raised no objection subject to conditions 7 and 8. Condition 7 is recommended to ensure that details of a scheme for disposing of surface water by means of a sustainable drainage system are submitted prior to commencement to ensure the proposed extension does not increase surface water flooding in the area. Condition 8 is recommended to ensure that the finished floor levels are raised at least 150mm above the surrounding floor levels to prevent the increased risk of surface water flooding.

Impact on archaeology:

25. Section 12 of the National Planning Policy Framework (NPPF) (2012) emphasises that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF (2012) states that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. These requirements are reflected within Policy CS20 of the Woking Core Strategy (2012).
26. As the site application site is over 0.4 hectares the planning application has been supported by a Historic Environment Desk-Based Assessment in accordance Policy CS20 of the Woking Core Strategy (2012). The County Archaeological Officer has been consulted and advised *'given the relatively small scale of the development proposals and the likelihood of some truncation from previous phases of construction across the site, I agree with the conclusions made in the heritage statement and recommend that an appropriate and proportionate level of archaeological work would be a programme of archaeological monitoring to be carried out as the development proceeds, with the contingent excavation, recording and analysis of any Archaeological Assets revealed (often referred to as a watching brief). The archaeological monitoring will need to be carried out by professional archaeologists and will advance the understanding of the significance of any Archaeological Assets present before they are destroyed by the development'*.

10 APRIL 2018 PLANNING COMMITTEE

27. Condition 9 is recommended to ensure that the required archaeological work is submitted and approved by the Local Planning Authority.

Impact on Protected Species:

28. The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Circular 06/05 – Biodiversity Geological Conservation also requires the impact of a development on protected species to be established before planning permission is granted. This approach is reflected in Policy CS7 of the Woking Core Strategy.
29. Given the location and nature of the buildings on site, the planning application has been supported by an Ecological Impact Assessment Report and Bat Inspection Report.
30. The submitted Ecological Impact Assessment Report concluded *'Given the nature of any potential roost being unlikely to be picked up in a presence/absence survey it is considered more appropriate and proportionate to strip the building by hand under the supervision of a bat ecologist... Vegetation clearance has the potential to disturb nesting birds, and should be carried out outside of the nesting bird season, or be preceded by a check for active bird nests. The remainder of the proposed works area is of negligible ecological value and development is unlikely to have an impact on biodiversity. Trees to be maintained with close proximity to the proposed works must comply with BS5837:2012 Trees in Relation to Design, Demolition and Construction. It is recommended to undertake some small scale enhancement works which should include the promotion of any landscaping schemes to incorporate native species and for the installation of bat and bird boxes.'*
31. The submitted bat report concluded that *'that if bats are present in the building then it will only ever be in very low numbers (one or two bats). If the building is being used by bats then it is likely that the use is only as an occasional roosting site by one or two bats in the summer months, perhaps only as a night time or transitional roost. The ivy on the Oak tree is not likely to be suitable for bats to roost in'*.
32. Surrey Wildlife Trust have been consulted and advised all the recommended actions in the submitted Ecological Impact Assessment Report and biodiversity enhancements in the submitted Bat Inspection Report should be implemented. Therefore subject to the recommended conditions (condition 10 and 11) the proposal is considered to comply with Policy CS7 of the Core Strategy and the policies in the NPPF relating to ecology and biodiversity and the guidance in Circular 06/05.

Urban Open Space:

33. Policy CS17 of the Woking Core Strategy (2012) seeks to protect multi-functional open space and other environmental features including dedicated Urban Open Space across the Borough and canal corridors. This is reflected in Policy DM3 of the DM Policies DPD (2016).
34. Policy DM4 (Development in the Vicinity of Basingstoke Canal) of the DM Policies DPD (2016) seeks to *'conserve the historic and ecological character of the waterway and its setting'*.

10 APRIL 2018 PLANNING COMMITTEE

35. The application site is a designated Urban Open Space and sited within the Basingstoke Canal Corridor. The proposed extension would be sited approximately 50m from the Basingstoke Canal and partially sited on an existing area of hardstanding adjacent to an existing building. Due to the separation distance to the Basingstoke Canal it is considered there would not be any harm to the Basingstoke Canal Corridor and the function of the Urban Open Space will not be undermined. The proposal would increase the amount of hard surfacing to facilitate the additional parking. Condition 4 is recommended to secure landscaping, including replacement planting. Subject to this, It is considered there would not be a detrimental impact on the designated Urban Open Space.

Transportation Impacts:

36. Policy CS18 states 'the Council is committed to developing a well integrated community connected by a sustainable transport system' this can be achieved by *'implementing maximum car parking standards for all types of non-residential development, including consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems. Minimum standards will be set for residential development. However in applying these standards, the Council will seek to ensure that this will not undermine the overall sustainability objectives of the Core Strategy...'*. In addition Supplementary Planning Document Parking Standards (2006) sets maximum standards, with the objective of promoting sustainable non-car travel.
37. The existing vehicular access located to the south east of the site will be relocated to the north east of the site. Vehicular access will remain from Bridge Barn Lane. It is noted that concerns have been raised over increase in traffic and increased parking pressure especially during school drop off and pick up times at the adjacent Primary School.
38. Supplementary Planning Document 'Parking Standards' (2006) requires hotels (C3) to provide 1.5 car spaces per bedroom plus 1 coach space per 100 bedrooms and restaurants/public houses to provide 1 car space per 6sqm of gross floor area.
39. The existing 56 bedroom hotel and Public House and Restaurant is currently served by 93 spaces (including 4 disabled spaces). To comply with the current maximum parking requirements in the Supplementary Planning Document 'Parking Standards' (2006) the existing 56 bedroom hotel and restaurant would be required to provide 174.6 car parking spaces. There is currently a shortage of 81.6 car parking spaces.
40. The proposed development would result in a net increase of 18 bedrooms and provide 11 additional spaces (including 3 disabled spaces). To comply with maximum parking standards a maximum of **201** car parking spaces would be required. 104 spaces would be provided resulting in a shortfall of **97** car parking spaces. A total of 74 bedrooms would be provided; therefore no coach parking would be required.
41. The NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (Para. 32). Supplementary Planning Document 'Parking Standards' (2006) states *'where developers propose parking standards below the maximum standards these will be critically examined to ensure that there would be no adverse effect on highway safety, the free flow of traffic or parking provision in the immediate area generally'*.

10 APRIL 2018 PLANNING COMMITTEE

42. The planning application has been supported by a Transport Assessment, the Transport Assessment has used data gathered from comparable sites with similar proximity to major roads, public transport and commercial and retail units. The Transport Assessment demonstrates that the proposed extension would result in approximately an additional 5 movements in the am peak hours (08.00-09.00) and 4 movements in the pm peak (17.00-18.00). The proposed extension would generate a total of 47 additional two-way vehicle movements during a typical day.
43. The County Highway Authority have been consulted and advised the approach used to gather data and estimate trip rates is considered acceptable and that the proposed extension and additional trip rates is unlikely to create a severe impact on the local highway network.
44. The 104 parking spaces (including 7 disabled spaces) within the site would be shared between the hotel and existing public house/restaurant. It should be noted that the peak parking demand for both uses occur at different times. Hotel guests generally depart in the morning and arrive throughout the afternoon and evening whilst the public house/restaurant peaks generally occur at meal times. The on site public house/restaurant can cater for hotel guests breakfasts and evening meals encouraging guests to stay on site.
45. As part of the Transport Assessment a week long (14.09.2015 to 20.09.2015) parking survey was undertaken to establish existing parking demand. During the survey all 56 guest bedrooms were occupied on 6 of the days. The parking survey recorded a peak accumulation of 80 parked cars within the 93 capacity car park at 21.00 on Tuesday 15 September, which equates to 85% of capacity. In terms of the peak overnight parking accumulation, 59 vehicles were recorded at 00:00 on Wednesday 16 September (i.e. 63% capacity).
46. A parking demand profile for the extension has been included within the Transport Assessment based on data from comparable Premier Inn sites. The parking accumulation chart demonstrates that there would be spare capacity within the on site car park to accommodate parking during high demand.
47. The County Highway Authority have been consulted and advised *'the applicant has also demonstrated, using parking accumulation survey data that the on site provision of parking will be sufficient so as to prevent overspill on street parking within the vicinity of the site. The CHA is satisfied that this data is acceptable as it has been collected on site from the existing hotel/restaurant arrangement'*.
48. It is noted that residents have raised concerns over highway safety as Goldsworth Primary School is sited to the south of the site. As part of the planning application the applicant has agreed to provide a new footway link on the western side of Bridge Barn Lane, leading from Arthur's Bridge to the existing footway immediately adjacent to the site. Currently there is only a continuous footway on the eastern side of Bridge Barn Lane. This will enable pedestrian traffic to access the school from Arthur's Bridge without crossing Bridge Barn Lane farther down, or walking down the edge of the carriageway. This should lead to less pedestrian/traffic conflict and reduced risk for road safety. Condition 15 is recommended to secure these improvements.

10 APRIL 2018 PLANNING COMMITTEE

49. A construction transport management plan condition is recommended (condition 14) to minimise disruption to local residents during the build period should planning permission be granted. There is also potential storage space for materials on site during any build period.
50. Conditions 12, 13 and 16 are recommended to secure the provision of the new vehicular access, provision of new parking spaces, the capacity for vehicles to leave the site in a forward gear and submission and approval of a travel plan.
51. Overall therefore the proposal is considered to result in an acceptable impact upon highway safety and car parking provision and accords with policy CS18 of the Woking Core Strategy 2012, Supplementary Planning Document 'Parking Standards' (2008) and the National Planning Policy Framework (2012).

Land contamination:

52. Paragraphs 120 and 121 of the NPPF relate to contamination and advise that the effects of pollution should be taken into account and that the responsibility for securing a safe development rests with the developer and/or landowner. Policy DM8 relates to land contamination and seeks to remediate or minimise the risks from contamination.
53. Given the historic uses of the site, there is potential for ground contamination. The Council's Scientific Officer has been consulted and raises no objection subject to a condition requiring investigation and remediation of potential contamination (Condition 17).

Sustainability:

54. Policy CS22 of the Core Strategy relating to sustainable construction requires new non-residential development of 1,000sqm or more to comply with BREEAM very good standards. Condition 18 is recommended to secure the submission of a pre-assessment report and compliance with BREEAM very good standards.

Community Infrastructure Levy (CIL):

55. The proposal is for C1 use and is therefore not liable for Community Infrastructure Levy (CIL).

CONCLUSION

56. Considering the points discussed above, the proposal is considered an acceptable form of development which would have an acceptable impact on the amenities of neighbours and on the character of the surrounding area. The proposal therefore accords with Core Strategy (2012) policies CS7, CS9, CS15, CS18, CS20, CS21, CS22, CS24 and CS25, Supplementary Planning Documents 'Parking Standards' (2006), 'Outlook, Amenity, Privacy and Daylight' (2008) and 'Woking Design' (2015), DM Policies DPD (2016) policies DM2, DM4, DM7, DM8 and DM20 and the NPPF (2012) and is recommended for approval subject to conditions.

BACKGROUND PAPERS

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

10 APRIL 2018 PLANNING COMMITTEE

RECOMMENDATION

It is recommended that planning permission be granted subject to the following conditions:

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

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

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

CHQ.15.11464-PL01A dated December 2015 and received by the Local Planning Authority on 12.09.2017

CHQ.15.11464-PL05B dated December 2015 and received by the Local Planning Authority on 06.03.2018

CHQ.15.11464-PL06B dated December 2015 and received by the Local Planning Authority on 06.03.2018

CHQ.15.11464-PL07B dated December 2015 and received by the Local Planning Authority on 06.03.2018

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

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

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

4. ++ Notwithstanding any details shown on the approved plans listed within condition 02, prior to the first occupation of the development hereby approved, a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be planted and details of materials for areas of hardstanding, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall

10 APRIL 2018 PLANNING COMMITTEE

be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

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

5. ++ Prior to the commencement of the development hereby approved, full details of the foul water connections and service runs on the site shall be submitted to and approved in writing by the Local Planning Authority. The method shall adhere to the principles embodied in BS 5837:2012 and the involvement of an arboricultural consultant and engineer will be necessary. The development shall thereafter be carried out strictly in accordance with the agreed details.

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.

6. The development hereby approved shall take place in strict accordance with the Arboricultural information by RSK ADAS Ltd dated February 2018, including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason: To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself to comply with Policy CS21 of the Woking Core Strategy 2012

7. No development shall commence until a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme should demonstrate the surface water run-off generated up to and including the 1 in 100 plus climate change critical storm will not exceed the run-off from the existing site following the corresponding rainfall event.

The drainage scheme details to be submitted for approval shall also include:

- I. Calculations demonstrating no increase in surface water runoff rates and volumes discharged from the site compared to the existing scenario up to the 1 in 100 plus climate change storm event.
- II. Calculations demonstrating no on site flooding up to the 1 in 30 storm event and any flooding between the 1 in 30 and 1 in 100 plus climate change storm event will be safely stored on site ensuring no overland flow routes.
- III. Detail drainage plans showing where surface water will be accommodated on site,
- IV. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

10 APRIL 2018 PLANNING COMMITTEE

surface water drainage scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby permitted and thereafter it shall be managed and maintained in accordance with the approved details in perpetuity.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and to ensure the future maintenance of these in accordance with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the policies in the NPPF.

8. Finished Floor Levels should be raised at least 150mm above the surrounding ground level.

Reason: To prevent the increased risk of surface water flooding and to ensure the development complies with NPPF and Woking Borough Council's Core Strategy.

9. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason: To ensure a programme of archaeological work is agreed and implemented before development commences in accordance with the National Planning Policy Framework (paragraphs 17 and 128) and Policy CS20 of the Woking Core Strategy 2012.

10. The development shall take place in accordance with the recommendations and enhancements in the Bat Inspection report dated October 2015. Any deviation from the works prescribed or methods agreed in the reports will require prior written approval from the Local Planning Authority.

Reason:

In the interests of the natural environmental and conservation of protected species in accordance with Section 11 of the National Planning Policy Framework and Policy CS7 of the Woking Core Strategy 2012.

11. The development shall take place in accordance with the recommendations in the Ecological Impact Assessment report dated September 2017. Any deviation from the works prescribed or methods agreed in the reports will require prior written approval from the Local Planning Authority.

Reason:

In the interests of the natural environmental and conservation of protected species in accordance with Section 11 of the National Planning Policy Framework and Policy CS7 of the Woking Core Strategy 2012.

12. The development hereby approved shall not be first opened for trading unless and until the proposed vehicular access to Bridge Barn Lane 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 1.05m high.

10 APRIL 2018 PLANNING COMMITTEE

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

13. The development hereby approved shall not be 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 shall be retained and maintained for their designated purposes.

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

14. No development shall commence until a Construction Transport Management Plan, 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) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) measures to prevent the deposit of materials on the highway
 - (h) on-site turning for construction vehicles

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

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

15. The development hereby approved shall not be first opened for trading unless and until the following facilities have been provided in accordance with the approved plans for:
- (a) A footway leading from Arthurs Bridge to the existing footway on the western side of Bridge Barn Lane, to include an informal crossing at the new access.
 - (b) The relocation of the existing western parking space at the northern end of Bridge Barn Lane adjacent to Arthurs Bridge.
 - (c) Reinstatement of all kerbs, verges and footways at the existing access that is to be closed off.

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

16. Prior to the commencement of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Travel Plan dated September 2017' document. The approved Travel Plan shall be implemented on occupation and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

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

10 APRIL 2018 PLANNING COMMITTEE

17. Development shall not begin until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.
- (ii) The above scheme shall include :-
 - (a) a contaminated land desk study and suggested site assessment methodology;
 - (b) a site investigation report based upon (a);
 - (c) a remediation action plan based upon (a) and (b);
 - (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction;
 - and (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)
 - (f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out
 - (iii) Unless otherwise agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details as may be agreed

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 generally in accordance with Policies CS9 and CS21 of the Woking Core Strategy 2012..

18. Prior to the commencement of the development hereby approved, evidence that the development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) shall be submitted indicating that the development can achieve final BREEAM "Very Good" level.

Unless otherwise agreed in writing by the Local Planning Authority, no building shall be occupied until a final Certificate has been received and acknowledged by the Local Planning Authority certifying that BREEAM rating "Very Good" has been achieved for this development (or such equivalent national measure of sustainable building which replaces that scheme).

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

Informatives

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.
2. The applicants attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. You are advised that sufficient time needs to be given when submitting details in response to conditions, to allow the

10 APRIL 2018 PLANNING COMMITTEE

Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.

3. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
9. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.

10 APRIL 2018 PLANNING COMMITTEE

10. The scheme to relocation the existing parking bays shall first require the alteration of the existing Traffic Regulation Order prior to first occupation of the development. The alteration of the Traffic Regulation Order is a separate statutory procedure which must be processed at the applicants expense prior to any alterations being made. In the event that the relocation of the parking spaces is not successful due to unresolved objections the applicant shall submit an alternative scheme to the Local Planning Authority for its approval prior to first occupation of the development. Any alternative scheme shall be implemented prior to the occupation of any dwellings to the satisfaction of the Local Planning Authority.
11. For the avoidance of doubt, the following definitions apply to the above condition (No: 17) relating to contaminated land:

Desk study- This will include: -

- (i) a detailed assessment of the history of the site and its uses based upon all available information including the historic Ordnance Survey and any ownership records associated with the deeds.
- (ii) a detailed methodology for assessing and investigating the site for the existence of any form of contamination which is considered likely to be present on or under the land based upon the desk study.

Site Investigation Report: This will include: -

- (i) a relevant site investigation including the results of all sub-surface soil, gas and groundwater sampling taken at such points and to such depth as the local planning authority may stipulate.
- (ii) a risk assessment based upon any contamination discovered and any receptors.

Remediation plan: This plan shall include details of: -

- (i) all contamination on the site which might impact upon construction workers, future occupiers and the surrounding environment;
- (ii) appropriate works to neutralise and make harmless any risk from contamination identified in (i)

Discovery strategy: Care should be taken during excavation or working of the site to investigate any soils which appear by eye or odour to be contaminated or of different character to those analysed. The strategy shall include details of: -

- (i) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;
- (ii) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction
- (iii) a procedure for reporting to the Local Planning Authority any unforeseen contamination discovered during the course of construction

Validation strategy: This shall include : -

- (i) documentary evidence that all investigation, sampling and remediation has been carried out to a standard suitable for the purpose; and
- (ii) confirmation that the works have been executed to a standard to satisfy the planning condition (closure report).

All of the above documents, investigations and operations should be carried out by a qualified, accredited consultant/contractor in accordance with a quality assured sampling, analysis and recording methodology

10 APRIL 2018 PLANNING COMMITTEE

12. The applicant is advised that a S278 agreement will be required to secure the proposed new access, footway and pedestrian crossing.
13. The applicant is advised the proposed changes to the parking bays will require the existing Traffic Regulation Order to be amended.