

10 APRIL 2018 PLANNING COMMITTEE

5b	17/1226	Reg'd:	26.10.2017	Expires:	21.12.17	Ward:	C
Nei. Con. Exp:	02.12.17	BVPI Target	Minor other- 18	Number of Weeks on Cttee' Day:	25/8	On Target?	No

LOCATION: Chobham Road Bridge, Chobham Road, Woking, Surrey

PROPOSAL: Proposed erection of a new pedestrian/cycle bridge and walkway over Basingstoke canal next to Chobham Road Bridge, including re-alignment works linking the existing towpaths over the canal, associated landscaping and 2 x 17.5m high columns.

TYPE: Full Planning Application

APPLICANT: Woking Borough Council

OFFICER: Brooke Bournague

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to planning committee because Woking Borough Council is the applicant.

PROPOSED DEVELOPMENT

The planning application proposes the construction of a new pedestrian/cycle bridge and walkway over Basingstoke Canal next to Chobham Road Bridge. The new bridge would connect two separated parts of the existing towpath and provide a continuous pedestrian and cycle route along Basingstoke Canal. The proposal includes upgrading the existing towpath's ramps and steps to comply with the Disability Discrimination Act. Two 17.5m columns are proposed on the south side of the Basingstoke Canal to support a suspended section of the bridge.

PLANNING STATUS

- Urban Area
- Basingstoke Canal Conservation Area
- Adjacent to the Wheatsheaf Conservation Area
- Basingstoke Canal Corridor
- Site of Nature Conservation Importance
- Surface Water Flooding
- Thames Basin Heaths SPA ZoneB (400m-5km)
- Tree preservation Order

RECOMMENDATION

Grant planning permission subject to conditions

SITE DESCRIPTION

The application site is located adjacent to Chobham Road Bridge and on the corridor of the Basingstoke Canal. The A3046 Chobham Road runs north – south through the site. Residential properties are sited to the north, east and north east of the site and the

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Town Centre and commercial retail buildings are sited to the south. The site is predominately surrounded by multi storey development.

PLANNING HISTORY

PLAN/2017/1227: Installation of 11 illuminated featured Glass Art panel privacy screening panels along Basingstoke Canal Towpath. Pending consideration

CONSULTATIONS

Basingstoke Canal Authority: No response received

Surrey County Highway: No objection

Surrey County Council: No objection

Environment Agency South East: No response received

Surrey Wildlife Trust: No objection subject to condition 9, 10, 11 and 12

Inland Waterways Association: No response received

Arboricultural Officer: No objection subject to condition 4

Fairoaks Airport Limited: No response received

Conservation Consultant: No objection

Scientific Officer: No objection subject to condition 13

Flood Risk and Drainage Team: No objection subject to conditions 5 and 6

BACKGROUND

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

- Block plan including position of the two proposed columns
- Removal of an obscure glazed privacy screen on the north side of the canal adjacent to Kingswood Court
- Modifications to make the scheme more wheelchair and pushchair friendly
- Amend the width of the two columns from 0.5m to 0.8m at the base decreasing to 0.4m at the top
- Re alignment of the suspended ramp

REPRESENTATIONS

A total of 3x objections were received in response to the original proposal raising the following concerns:

- The suspension design will increase clutter
- Should be redesigned to remove the two columns
- Loss of tree and vegetation screening – provides light and noise screening against the noise of the traffic from the bridge and Victoria way.
- Loss of privacy
- Overlooking

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- Any proposed lighting would cause light pollution
- Not in keeping with the Horsell Conservation Area (Officer Note: the application site is located within the Basingstoke Canal Conservation Area and adjacent to the Wheatsheaf Conservation Area)
- Suspension technique results in excessive height
- Design is a complex over-engineered solution
- The design itself still requires bikers to dismount to go under the Chobham Road Bridge and it is likely that for safe use for pedestrians and bike users that bikers will need to dismount to use the bridge.
- Can the towpath not be extended to link up with the Bedser Bridge (by WWF).
- Is the scheme really needed? Would a simpler less visually impacting option be possible?
- Similar design to the Woking Station canopy and footbridge by Victoria Arch which have now been removed.
- The bridge will encourage bike users to cycle and is likely to cause accidents, particularly due to the looping round nature of the bridge to handle the height from the tow path up to the bridge road level. A more direct route, such as extending the tow path would prevent such incidents.

Neighbour notifications were not undertaken on amended plans given the minor nature of the changes.

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

Supplementary Planning Documents (SPDs):

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

PLANNING ISSUES

Principle of Development:

1. The NPPF (2012) and Core Strategy Policy CS18 (2012) promote sustainable transport systems. Policy CS18 of the Woking Core Strategy (2012) supports *'proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities'*. The application site is located within Woking Town Centre, Policy CS1 of the Woking Core Strategy (2012) states *'the Council will work with partners to continue to improve public transport and cycle facilities in the centre'*.
2. The proposal is part of the Woking Integrated Transport Plan for the Town Centre which aims to *'significantly enhance traffic flow in the area and make it safer for pedestrians and cyclists, whilst stimulating economic growth in Woking Town Centre'*.
3. The new bridge would connect two separated parts of the existing towpath and provide a continuous pedestrian and cycle route along Basingstoke Canal and enhance access for wheelchairs.
4. The principle of the erection of a new pedestrian/cycle bridge and walkway over Basingstoke Canal 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 of the Conservation Area

5. The application site is located in the Basingstoke Canal Conservation Area and Basingstoke Canal Corridor and adjacent to the Wheatsheaf Conservation Area.
6. 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.
7. 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.
8. The planning application proposes the construction of a new pedestrian/cycle bridge and walkway over Basingstoke Canal next to Chobham Road Bridge. The new bridge would connect two separated parts of the existing towpath and provide a continuous pedestrian and cycle access along Basingstoke Canal. The proposal includes upgrading the existing towpath's ramps and steps to comply with the Disability Discrimination Act.
9. The proposed roving pedestrian/cycle bridge would span the width of the Basingstoke Canal and be sited to the west side of Chobham Road Bridge. The height of the bridge would be the same height as Chobham Bridge. The proposed plans indicate the bridge would be constructed from steel and supported by gabions. The bridge would be enclosed with an LED lit glass balustrade. Condition 3 is recommended to secure details of all proposed materials.

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10. The existing towpath on the north side of the canal that adjoins Chobham Bridge is accessed via steps and a steep ramp that does not comply with the Disability Discrimination Act. The proposed bridge would adjoin the existing towpath. To increase accessibility the steps would be removed and the gradient of the ramp altered to create a 1:14 gradient. The length of the ramp would be increased to facilitate the decreased gradient. The altered gradient would increase accessibility for wheelchair users. The proposed ramp would be constructed from gabions to reflect the design of the Bedser Bridge sited along the Basingstoke Canal. The proposed plans indicate the ramp would have a 1.4m high glass panel and 1.1m handrail. Condition 3 is recommended to secure details of the proposed materials.
11. The south side of the proposed bridge would be linked to a new 'U' shaped looped 2.3m wide walkway at a gradient of 1:13. The walkway orientated towards the west would be sited on gabions with the walkway orientated towards the east suspended over the Basingstoke Canal which would lead under Chobham Bridge linking to an existing towpath on the south side of Basingstoke Canal to the east of Chobham Road Bridge. The walkway would be finished in steel with the deck finished in bitumen-macadam surface with perforated aluminium soffits. The suspended walkway would be supported by two 17.5m high steel columns with an approximate 0.8m diameter at the base decreasing to 0.4 at the top, with four suspension cables leading from each column. The two 17.5m high columns would be sited on the south side the canal, the same side as the Town Centre which features multi storey residential and commercial properties. The columns would be sited within the vicinity of the Lightbox (13.5m). Condition 3 is recommended to secure details of the proposed columns.
12. The proposed development includes the provision of a bin store sited within the car park of The Lightbox. The proposed bin store would be approximately 2m wide and 4m deep with a height of approximately 1.8m. Proposed plans indicate that the proposal would be finished in timber boarding. Condition 3 is recommended to secure details of proposed materials. It is considered the proposed bin store would preserve the character of the Conservation Area.
13. The Council's Conservation Consultant has been consulted and raised no objection to the proposal.
14. Overall the proposal is considered to preserve the character and appearance of the Basingstoke Canal Conservation Area and setting of the Wheatsheaf Conservation Area. 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:

15. The proposed pedestrian and cycle bridge would be sited to the west of Chobham Bridge and maintain the same height as the existing bridge. The proposed bridge would be sited closer to the flatted development at Kingswood Court than the existing bridge but still maintain a 20m separation distance. It is considered that the proposed bridge would not result in a significant loss of privacy or overbearing or overlooking impact to neighbouring properties.
16. The proposed new towpath sited to south of the canal and east of Chobham Bridge Road would be suspended over the Basingstoke Canal. An approximate 10m would be retained to the flatted development at Century Court to the south of the Canal and Bridge House, Chobham Road to the north of the Canal. The existing

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towpath is sited at a lower ground level than Century Court and approximately the same height as Bridge House, Chobham Road. Due to the open nature of Bridge House, Chobham Road there are existing views towards the windows in the south elevation of Bridge House, Chobham Road. It is considered the extended towpath to the east of Chobham Road Bridge would not result in a significant loss of privacy or overbearing or overlooking impact.

17. The proposed new towpath to the west of Chobham Bridge Road on the south side of the Basingstoke Canal would be sited adjacent to the north of The Lightbox. Due to the commercial use of The Lightbox it is considered there would be no impact on the amenities of The Lightbox.
18. The planning application proposes to upgrade the existing towpath to the north of the Basingstoke Canal that runs parallel to the flatted development at Kingswood Court. There are windows serving habitable rooms in the south elevation of Kingswood Court, including ground floor windows orientated towards Basingstoke Canal. The existing towpath is sited on lower ground level approximately 4m from the flats at Kingswood Court. There is an approximate 0.89m boundary wall and natural boundary treatment providing a buffer between Kingswood Court and the existing towpath. Due to the relationship between Kingswood Court and the existing towpath there are existing views into the flats at Kingswood Court. The proposed upgraded towpath would have an altered gradient to comply with the Disability Discrimination Act. The height of a section of the existing towpath would be increased this facilitate the proposed 1.14 gradient. The increase in height of the upgraded towpath would provide views into the flats and Kingswood Court, it is considered these views would not be any worse than the existing situation. It is considered the upgraded towpath would not result in a significant overlooking or loss of privacy over and above the existing situation.
19. Due to the position of the bin store it is considered that there would not be an impact on residential properties.
20. 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:

21. 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.
22. The planning application would result in the loss of trees on the south side of the Basingstoke Canal to facilitate the proposal. The Council's Arboricultural Officer has been consulted and raised no objection to the loss of these trees due to their poor quality.
23. The site is a designated Site of Nature Conservation Importance. The designation is primarily for the unique diversity of the aquatic and marginal botany. One of the Conservation objectives of the Conservation Management Plan for Basingstoke Canal is to reduce tree shade on the water – from the existing 34% (average) to around 10% (average). It is considered removal of two trees on the south of the canal will assist the Borough in achieving this objective and not require the trees to be replaced.

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24. The Council's Arboricultural Officer has been consulted and advised a soft landscaping scheme should be submitted and agreed. Condition 4 is recommended to secure details of a soft landscaping scheme.

Flood Risk:

25. The proposed development would be built on and adjacent to the Basingstoke Canal. The application site is at low and medium risk from surface water flooding. The Drainage and Flood Risk Team have been consulted and raised no objection subject to conditions 5 and 6. Condition 5 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 proposal does not increase surface water flooding in the area. Condition 6 is recommended to secure details of a management and maintenance plan for the lifetime of the development to prevent the increased risk of flooding and to ensure the future maintenance.

Impact on Protected Species:

26. 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.
27. Given the location of the application site within a Site of Nature Conservation Importance and adjacent to the Basingstoke Canal the planning application has been supported by a Preliminary Ecological Appraisal, and further assessment report to the Preliminary Ecological Appraisal and Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report.
28. The submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report concluded *'as the proposals will result in a direct loss of suitable bat hibernation features, it is recommended that at least two woodcrete bat boxes be installed on undisturbed trees which will not be impacted by light along the canal in order to provide alternative roosting features for bats. Recommended bat box types include: 2F Schwegler Bat Box (General Purpose), 1FF Schwegler Bat Box With Built-in Wooden Rear Panel, 2FN Schwegler Bat Box, 2F Schwegler Bat Box with Double Front Panel or NHBS Kent Bat Box for installation on trees. These should be sited along linear features such as tree lines adjacent to the canal and in undisturbed areas to increase the likelihood of uptake. Sunny locations should be chosen between 4m and 6m from the ground which will remain unlit at night'*.
29. With regards to trees the submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report has also advised that *'wherever possible, mature and veteran trees should be retained intact and protected in line with British Standard Institution (2012)'*. Condition 7 is recommended to ensure that a Arboricultural report is submitted to ensure that mature trees to be retained are adequately protected during construction.
30. The Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report states *'if additional lighting or the introduction of additional amenities is proposed which may affect bats, bat transect surveys will be required to inform these plans. However, if a bat-friendly lighting scheme is designed and implemented, it may negate the need for these additional surveys'*. Condition 8 is recommended to secure details of any lighting prior to installation.

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31. The submitted Preliminary Ecological Appraisal concluded *'in total 13 different Phase 1 Habitat types were recorded during the site visit. These are all fairly typical of the Basingstoke Canal.....Work should be kept to a minimum on the south west bank of the canal (next to the Lightbox) as Cut-grass (a Surrey rare plant and UK Species) has been recorded there in the past...A precautionary and appropriately timed approach to the site clearance as well as good building practice is recommended to minimise impacts on other fauna including mammals, reptiles, amphibians and birds'*.
32. Surrey Wildlife Trust have been consulted and advised all the recommendations in the submitted Preliminary Ecological Appraisal, Rare Plant Survey Conclusions in the submitted Further Assessment Report and recommendations and Ecological Enhancements in the submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report should be implemented (condition 9, 10 and 11). In addition The Surrey Wildlife Trust have recommended that a Ecological Management Plan is submitted to control the development works (condition 12). Therefore, subject to the recommended conditions, 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'* and states *'development on land adjoining the Canal should not be permitted where it would result in un-attenuated surface water or highway drainage into the Canal. Developments which can offer attenuated dry-season flows or wet-season water storage will be supported'*.
35. The application site is a designated Urban Open Space and sited within the Basingstoke Canal Corridor. The proposed works would be sited on and adjacent to the Basingstoke Canal.
36. The planning application has been supported by a Preliminary Ecological Appraisal, and further assessment report to the Preliminary Ecological Appraisal and Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report. It is considered the proposal would not have a detrimental impact upon the landscape quality, ecological value or water quality of the Basingstoke Canal corridors in accordance with Policy CS17 of the Woking Core Strategy (2012) and DM4 of the DM Policies DPD (2016).
37. Condition 5 is to ensure that details of a scheme for disposing of surface water by means of a sustainable drainage system are submitted.
38. The proposed works would alter the appearance in this localised section of the Basingstoke Canal, it is considered the proposed development would preserve the character of the Conservation Area. The proposal development would link up two existing towpaths providing a continuous link for pedestrians and cyclist along the Basingstoke Canal towpath which acts a linear country park, therefore enhancing

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the enjoyment of the Basingstoke Canal. Condition 3 is recommended to ensure the proposed materials are sympathetic to the character of the area.

39. It is considered there would not be any harm to the Basingstoke Canal Corridor and the function of the Urban Open Space will be enhanced. The proposal would increase the amount of hard surfacing to facilitate the additional towpaths. Condition 3 is recommended to secure landscaping. Subject to this, it is considered there would not be a detrimental impact on the designated Urban Open Space.

Transportation Impacts:

40. Policy CS1 of the Woking Core Strategy (2012) states *'the Council will work with partners to continue to improve public transport and cycle facilities in the centre'*.
41. Policy CS18 of the Woking Core Strategy (2012) states *'the Council is committed to developing a well integrated community connected by a sustainable transport system'* this can be achieved by *'supporting proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities'*.
42. The proposal will increase and improve pedestrian and cycle accessibility along Basingstoke Canal and improve connections with the Town centre. It is considered the proposal would comply with Policies CS1 and CS18 of the Woking Core Strategy (2012).
43. The County Highway Authority have been consulted and raised no objection to the proposal.
44. Overall therefore the proposal is considered to result in an acceptable impact upon highway safety and accords with policy CS18 of the Woking Core Strategy 2012 and the National Planning Policy Framework (2012).

Land contamination:

45. 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.
46. 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 xx).

Community Infrastructure Levy (CIL):

47. The proposal is not liable for Community Infrastructure Levy (CIL).

CONCLUSION

48. 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 would preserve the character and appearance of the Basingstoke Canal Conservation Area and the setting of the Wheatsheaf Conservation 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'

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(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

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:

12840.8 [OS] 01 Rev C dated July 2017 and received by the Local Planning Authority on 27.03.2018

12840.8 [PL] 01 Rev B dated 10 June 2017 and received by the Local Planning Authority on 27.03.2018

12840.8 [PL] 02 Rev B dated 10 June 2017 and received by the Local Planning Authority on 27.03.2018

12840.8 [PL] 03 Rev B dated 10 June 2017 and received by the Local Planning Authority on 27.03.2018

12840.8 [PL] 04 Rev B dated 10 June 2017 and received by the Local Planning Authority on 27.03.2018

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 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

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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 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. No development shall commence until details of a scheme for disposing of surface water by means of a sustainable drainage system have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in full in accordance with the approved details prior to the first use of the bridge. A detailed drainage plan detailing where surface water will be accommodated on site and a final discharge point shall be included.

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.

6. No development shall commence until details of 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.

Reason: To prevent the increased risk of flooding 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.

7. ++ Prior to the commencement of any development related works on site (including demolition), tree protection details, to include the protection of hedges and shrubs, shall be submitted to and approved in writing by the Local Planning Authority. These shall adhere to the principles embodied in BS 5837 2012 and shall include a Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement. The details shall make provision for the convening of a pre-commencement meeting and Arboricultural supervision by a suitably qualified and experienced Arboricultural Consultant for works within the RPAs of retained trees. Full details shall be provided to indicate exactly how and when the retained trees will be protected during the site works. The development shall be carried out strictly in accordance with the agreed details.

Reason:

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To ensure 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.

8. Prior to the installation of any external lighting including floodlighting, details of the lighting (demonstrating compliance with the recommendations of the Bat Conservation Trusts' "Bats and Lighting in the UK – Bats and The Built Environment Series" guidance) shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed and maintained in accordance with the agreed details thereafter.

Reason: To protect the appearance of the surrounding area and the residential amenities of the neighbouring properties in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

9. The development shall take place in accordance with the recommendations in the Preliminary Ecological Appraisal dated July 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.

10. The development shall take place in accordance with the Rare Plant Survey Conclusions in the submitted Further 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.

11. The development shall take place in accordance with the and recommendations and ecological enhancements in the submitted Preliminary Roost Assessment, Ground Level Tree Assessment and Bat Hibernation Inspection Report dated March 2018. 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 permitted shall not commence until a Nature Conservation Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Nature Conservation Management Plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority.

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The scheme shall include the following elements:

- Details of any habitat enhancements,(specify details eg; including enhancements of the watercourses to increase the habitat suitable to water voles)
- Details of any new habitats created on site, including new ponds, scrapes and other wetland habitats
- Detail extent and type of new planting. NB Planting within 5m of the bank tops of the streams and within all areas outside of the built development, to be of appropriate native species of UK and preferably of local provenance
- Details of treatment of site boundaries and/or buffers around water bodies
- Details of maintenance regimes
- Details of management responsibilities and provision of appropriate funding

Reason: To ensure the protection of wildlife and the habitat which supports it and secure opportunities for the enhancement of the nature conservation value of the site in line with the NPPF and in accordance with Policy CS7 of the Woking Core Strategy 2012.

13. 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.

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

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

3. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
4. The applicant is advised that, under the Control of Pollution Act 1974, site works which will be audible at the site boundaries are restricted to the following hours:-
08.00 – 18.00 Monday to Friday
08.00 – 13.00 Saturday
and not at all on Sundays and Bank/Public Holidays.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
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,

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highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

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: 13) 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.