

## 7 JUNE 2022 PLANNING COMMITTEE

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COND/2022/0059

WARD: C

**LOCATION:** Sheerwater Estate, Albert Drive, Sheerwater, Woking

**PROPOSAL:** Partial approval of details pursuant to Conditions 27 (stopping up of existing public highway) and 28 (decommissioning of public roads, temporary roads and construction/commissioning of proposed roads) for Phase Yellow only of planning permission PLAN/2018/0337 for the Sheerwater Regeneration.

**APPLICANT:** Gilbert Ash

**OFFICER:** Joanne Hollingdale

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### **REASON FOR REFERRAL TO COMMITTEE**

Under the Scheme of Delegation these applications are determined by officers following consultation with either the Chair (or in her absence the Vice Chairman) of Planning Committee. During the consultation on this conditions application, Cllr Aziz called this application in to be determined by the Planning Committee.

### **SUMMARY OF PROPOSED DEVELOPMENT**

This conditions application seeks partial approval of details pursuant to Conditions 27 (stopping up of existing public highway) and 28 (decommissioning of public roads, temporary roads and construction/commissioning of proposed roads) for **Phase Yellow only** of planning permission PLAN/2018/0337.

### **PLANNING STATUS**

- Urban Area
- Thames Basin Heaths SPA Zone B (400m-5km)
- Priority Place
- Flood Zone 1 and 2 (some areas)
- Basingstoke Canal Conservation Area & SSSI
- Urban Open Space
- Local Centre

### **SUMMARY OF RECOMMENDATION**

**APPROVE** details submitted.

### **SITE DESCRIPTION**

This conditions application relates to the third phase of the development for the Sheerwater Regeneration. The third phase, known as phase Yellow includes the part of the site described in the original application as the 'civic quarter' and residential apartments. The phase comprises the replacement community facilities including the community centre, community car park, nursery, health centre, dental centre along with a pharmacy and 3no. retail units. A replacement MUGA is also to be provided as part of this phase. This phase is located to the north phase Purple and phase Red and lies between Dartmouth Avenue, Devonshire Avenue/Bunyard Drive and Blackmore Crescent.

### **PLANNING HISTORY**

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The most relevant planning history for this application is as follows:

**PLAN/2018/0337** - Hybrid planning application (part outline, part full planning application) for the demolition of 573 residential units and existing non-residential buildings and redevelopment of the site to be implemented in phases to provide a mixed-use development comprising of 869 residents units (Class C3), 134 specialist residential units (Class C3/C2), 904 sqm community centre (Class D1), 929 sqm nursery/children's centre (Class D1), 312 sqm health centre (Class D1), 290 sqm additional classrooms (Class D1), 1,728 sqm of retail (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5), 117sqm management office (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or B1a and/or SG), and 132 sqm dentist (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or class D1), a new energy centre, formation of a new car park for Broadmere Primary school, formation of an extended car park for Bishop David Brown School and the Leisure Centre, including a bus/coach drop off area, formation of a new community car park to serve community hub, hard and soft landscaping and open space with a kiosk, a multi-use games area (MUGA) and a skate park, reconfigured and new vehicular and pedestrian access and works to the public highway and associated works; including full planning application for the detailed phases comprising of: demolition of 412 residential units and 7,609 sqm existing non-residential buildings, and construction of 695 residential units (7 no. studios, 68 no. 1-bedroom specialist accommodation, 160 no. 1-bed units, 227 no. 2-bed units, 160 no. 3-bed units, 71 no.4-bed units, and 2 no. 5-bed units.), 904 sqm Community Centre (Class D1), 1,728 sqm of retail (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5), 117sqm management office (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/or B1a and/or SG) and 132 sqm dentist (flexible use within Class A1 and/or A2 and/or A3 and/or A4 and/or A5 and/ or class D1), 929 sqm of nursery/children's centre (Class D1), 312 sqm health centre (Class D1), an energy centre, formation of an extended car park for Bishop David Brown School and the Leisure Centre, including a bus/coach drop of area, formation of a new community car park to serve community hub, hard and soft landscaping and open space with a kiosk, a multi-use games area (MUGA) and a skate park reconfigured and new vehicular and pedestrian access and works to the public highway and associated works. Permitted 18.04.2019 subject to a S106 Legal Agreement and Executive Obligations.

### **PROPOSED DEVELOPMENT**

This conditions application seeks partial approval of details pursuant to Conditions 27 (stopping up of existing public highway) and 28 (decommissioning of public roads, temporary roads and construction/commissioning of proposed roads) for **Phase Yellow only** of planning permission PLAN/2018/0337.

Plans have been submitted with this conditions application showing the extent of stopping up of existing roads to be used for the development with a plan showing the alternative pedestrian routes available during the construction period.

Following comments made during the consultation with the Chair of Planning Committee, further plans have been submitted which now show an additional, shorter, pedestrian route through part of the phase (with site hoarding to either side of the temporary pedestrian footpath).

### **CONSULTATIONS**

**SCC County Highway Authority:** I have reviewed this and am happy that the conditions can be discharged.

### **REPRESENTATIONS**

As this application seeks approval of details pursuant to a condition on a planning permission, there is no statutory requirement for neighbour notification and no neighbour representations have been received.

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### **RELEVANT PLANNING POLICIES**

Woking Core Strategy 2012

CS18 – Transport and Accessibility

### **PLANNING ISSUES**

1. The only issue to consider is whether the details submitted are considered acceptable to comply with the requirements of Conditions 27 and 28.
2. A section of the carriageway and footway along Devonshire Avenue and Blackmore Crescent are to be stopped up to facilitate the implementation of phase Yellow and the provision of the MUGA (which will eventually form part of the new central open space (to be provided to the north of this phase)) in accordance with the planning permission. Phase Yellow is proposed to have a two-stage highway closure with the area around the entrance to Parkview, where the replacement MUGA will be provided (which will eventually be part of the new central park), being the second stage. The plans submitted state that the site hoarding for the MUGA will only be in place from week 60 (with the commencement of the phase being week 0 - the phase has not yet commenced). Eventually to the east of phase Yellow would be further phases of residential development, whilst to the west and to be provided as part of phase Yellow, a new road to a new community/public car park would be provided to serve the development as this phase includes the new community facilities (community centre, health centre, dental centre, retail and nursery).
3. The stopping up plans also show the alternative pedestrian route available in the locality between Blackmore Crescent and the shops on Dartmouth Avenue during the construction period (although many dwellings will be demolished as part of this phase and others in later phases). Given the position of phase Yellow within the development area, the alternative pedestrian route utilising the public highway is longer than the existing route from Blackmore Crescent to Dartmouth Avenue and during the consultation process with the Chair of Planning Committee, comments were raised regarding the length of the alternative pedestrian route.
4. With a project of this scale, the walking routes around the re-development are likely to increase as it is very difficult to maintain existing walking distances when hoarding must be provided for each phase to contain the site set up and the new construction. In this case the dwellings that would have the furthest to walk along the alternative pedestrian route are themselves to be demolished as part of later phases and new shops are also to be provided as part of phase Red (currently under construction) which would be slightly closer than some of the existing shops in Dartmouth Avenue (which will themselves be demolished as part of later phases of the redevelopment).
5. Nonetheless, having raised the concerns with the contractors, a second alternative temporary pedestrian footpath will be provided through part of the phase between two sections of hoarding. The details specify that the footpath would be 2 metres wide, tarmacked and with temporary lighting (where the path is between the hoarding (with the lights likely attached to the hoarding)). There would also be no raising of ground level to provide the temporary footpath. This second alternative path would reduce the length of the walking route from Blackmore Crescent to the Dartmouth Avenue area. Given the availability of both alternative pedestrian routes (one utilising the public highway and one utilising some of the development land) and as this would be for a temporary period during the construction of phase Yellow, whereby afterwards a new route through the

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community car park would be created, the details submitted are considered to be acceptable.

6. Plans showing the tracking for vehicles to show that the remaining roads can still accommodate refuse vehicles to serve the remaining dwellings have also been provided.
7. The County Highway Authority has reviewed the details submitted and has advised that the conditions can be discharged (i.e. the details can be approved).

### **CONCLUSION**

8. Given the consultation response received, the details submitted are considered acceptable and are also considered to comply with Policy CS18 of the Woking Core Strategy 2012 and the NPPF and are recommended for approval as noted below.

### **BACKGROUND PAPERS**

Planning file - COND/2022/0059

### **RECOMMENDATION**

It is recommended that details submitted are **APPROVED (for both conditions)** as follows:

Details approved:

- (Revised) Stopping up plan SHE-LE-HAD-XX-DR-CE-Y001 Rev C received on 31.03.2022;
- Stopping up – Alternative Pedestrian Routes SHE-LE-HAD-XX-DR-CE-Y003 Rev A received on 21.04.2022;
- Stopping up - Vehicle Tracking SHE-LE-HAD-XX-DR-CE-Y002 Rev A received on 21.04.2022;
- Plans showing alternative temporary pedestrian route SHE-WIA-Y0-DR-A-01-1007 Rev F (Page 1 of 3 Weeks 1-60), SHE-WIA-Y0-DR-A-01-1007 Rev F (Page 2 of 3 Weeks 60-70) and SHE-WIA-Y0-DR-A-01-1007 Rev F (Page 3 of 3 Weeks 70-104) received on 16.05.2022; and
- Email dated 20.05.2022 confirming no raising of ground levels to lay temporary footpath.

#### **Notes to applicant:**

The applicant is advised that any tarmac (or hard surfacing) laid to create the temporary pedestrian footpath shall not include any raising of ground/land levels whatsoever due to the overland flow route and the flood compensation areas in this phase in accordance with the applicant's email received on 20.05.2022.

The development is required to be implemented in accordance with the approved details.

The applicant is advised that the approved details relate to phase Yellow only and details pursuant to this condition require LPA approval for all other phases of the development in accordance with the requirements of the condition.