

4 SEPTEMBER 2018 PLANNING COMMITTEE

5a	18/0292	Reg'd:	14.03.18	Expires:	10.05.18	Ward:	C
Nei. Con. Exp:	18.04.18	BVPI Target	Minor Other - 18	Number of Weeks on Cttee' Day:	17/8	On Target?	No
LOCATION:		Land Rear Of Morrisons Delivery Area, Goldsworth Road, Woking, Surrey, GU21 6NA					
PROPOSAL:		Erection of a freestanding two storey restaurant with drive-thru (Class A3/A5), car parking, landscaping, patio, playframe and associated works. Installation of 2No. COD (Customer Order Display) with associated canopies					
TYPE:		Full Application					
APPLICANT:		McDonald's Restaurants Ltd				Wm OFFICER:	Brooke Bournague
		Morrison Supermarkets					

REASON FOR REFERRAL TO COMMITTEE

The application creates a new building which does not fall under the Council's scheme of delegation.

PROPOSED DEVELOPMENT

The planning application proposes the construction of a new detached two storey restaurant with drive through (Class A3/A5), 39 space car park, landscaping, patio, playframe and associated works. Installation of 2No. Customer Order Displays (COD) with associated canopies. The site would have vehicular and pedestrian access from the access road leading to Morrisons.

PLANNING STATUS

- Urban Area
- Surface Water Flooding
- Thames Basin Heaths SPA ZoneB (400m-5km)

RECOMMENDATION

Grant planning permission subject to conditions

SITE DESCRIPTION

The application site extends to approximately 0.38 hectares and is currently laid to grass. The north, east and south boundaries of the site are enclosed by brick walls, steel fencing and hedges. The site is accessed from the access road leading to Morrisons.

Morrisons Supermarket and Service Yard is located to the west of the site, Poole Road/Butts Road employment area sited to the north and east of the site and railway to the south of the site.

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PLANNING HISTORY

PLAN/2018/0318: Advertising consent for the installation of 1No internally illuminated double sided freestanding 6M totem. Pending consideration

PLAN/2018/0291: Advertising consent for the installation of 1No internally illuminated freestanding 6.5M totem. Pending consideration

PLAN/2018/0290: Advertising consent for the installation of 7No internally illuminated fascia signs. Pending consideration

PLAN/2018/0289: Advertisement consent for various site signage including 1No internally illuminated gateway height restrictor, 7No internally illuminated freestanding signs, 2No internally illuminated single sided directional signs, 2No non illuminated banner units and 21No non illuminated dot signs. Pending consideration

CONSULTATIONS

Network Rail: No comment

Arboricultural Officer: No objection subject to conditions 15 and 16

County Highway Authority: No objection subject to conditions 11, 12, 13 and 14

Environmental Health: No objection subject to conditions 4, 5, 6 and 7

Scientific Officer: No objection subject to condition 18

Flood Risk and Drainage Team: No objection subject to condition 17

Planning Policy: *'The Development Management Officer should ensure that Surrey County Council and Environmental Health are satisfied with the Transport Assessment and the noise issues raised above. They may also wish to request further information regarding the specific Town Centre sites considered as part of the sequential test. Subject to these provisions, no Planning Policy objection is raised'.*

Waste Services: No comments as we do not collect commercial waste.

Crime Prevention: No comment

REPRESENTATIONS

A total of 13x objections (2x letters from one household) were received in response to the proposal:

- Transport plan likely understates additional traffic generated by the site
- Comparison stores in the transport plan are located near multiple other drive thru restaurant. The proposed store will be the only McDonalds drive through within eight miles.
- Discontinuity over peak hours in the transport plan
- Car park has capacity for more cars than the expected demand in the transport plan
- Increase traffic flow along Goldsworth Road
- Increase in congestion on Goldsworth Road
- Increase in traffic on Kingsway

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- Inadequate crossing facilities
- Increase in noise levels at night
- Increase in litter on nearby streets
- Add to the increasing issue of childhood obesity
- Out of keeping with the area
- Already 2 McDonalds in Woking
- No requirement for 24 hour McDonalds
- Concerns over antisocial behaviour
- Increase in pollution
- Already many takeaway food restaurants within 5 minutes walking distance of the proposed site
- Increase in large amounts of waste (packaging, organic waste from left-over, uneaten food and kitchen preparation waste and very large quantities of waste oil from frying)
- Odour pollution
- Provide jobs – tend to move staff from other outlets, pay low wage, use 0 hour contracts and have automated ordering systems requiring fewer staff.
- Overbearing appearance
- Site could be used for other uses
- The proposals map allocates the site for High Quality Residential Development. The proposal does not comply with this (Officer note: the application site is allocated as a High Density Residential Area)
- Virtually impossible to mitigate against the traffic noise and late night anti-social noise that will arise from the proposed use
- Impact on air quality
- More suited to an out of town retail park
- Would decrease patronage from the independently owned restaurants nearby at the town end of Goldsworth Road
- Increase in traffic noise
- Overlooking
- Design and scale is out of keeping
- Light pollution
- Overspill cars will park on nearby roads
- Loss of privacy

A total of 3x letters of support (2x letters from one household) were received in response to the proposal:

- Use a disused plot
- Provide a convenient takeaway and restaurant that is easily accessible and away from overcrowded Chertsey Road
- Traffic and impacts will be minimal compared to the supermarket and petrol station

These issues are addressed below under 'Planning Issues' where they are material considerations.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018):

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 12 - Achieving well-designed places

Woking Core Strategy (2012):

CS1 - A Spatial strategy for Woking Borough

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CS15 - Sustainable economic development
CS18 - Transport and accessibility
CS21 - Design
CS22 - Sustainable construction
CS25 - Presumption in favour of sustainable development

Supplementary Planning Documents (SPDs):

Woking Design (2015)
Outlook, Amenity, Privacy and Daylight (2008)
Parking Standards (2018)
Hot Food Takeaway (2012)

PLANNING ISSUES

Principle of Development:

1. Policy CS1 of the Woking Core Strategy (2012) states *'whilst the preference is for the location of most new development to be in the main centres, infill development and/or redevelopment of previously developed land in the built-up area of the Borough will be acceptable in principle'*.
2. Policy CS2 of the Woking Core Strategy (2012) states *'the town centre will also be the preferred location for other town centre uses as defined in the Glossary'*.
3. Paragraphs 86 and 87 of the NPPF (2018) state *'Local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored'*.
4. The application site is not located within Woking Town Centre, but within the urban area. The Woking Town Centre boundary is sited a minimum of approximately 77m to the north of the site. The Woking Core Strategy (2012) glossary defines drive-through restaurants as a Town Centre Use. The proposed site is therefore not a preferred location for the proposed use as it falls outside of Woking Town Centre, however provision is made in paragraphs 86 and 87 of the NPPF (2018) to enable considerations of proposal at such locations. Paragraph 86 of the NPPF states *'main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered'*. The NPPF glossary defines edge of centre *'for all other main town centre uses, a location within 300 metres of a town centre boundary'*. The proposed use is a main town centre use and the application site is located within 300m of the town centre boundary. The Planning Inspector's report for the Morrisons Supermarket to the west of the application site states *'I have come to the conclusion that the appeal site is located at the edge of Woking Town Centre'*. It is therefore considered that the application site is an edge of centre site.
5. Policy CS2 of the Woking Core Strategy (2012) states *'new development proposals [within Woking Town Centre] should deliver ...[developments] which make efficient use of land'*. The proposal is for a two storey building with an area of hardstanding to facilitate the drive through and provide car parking. The built form of the development

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would only occupy a small part of the site. It is therefore considered that if the proposed development was sited within Woking Town Centre it would not be a high density development or make optimum use of a prime Woking Town Centre site. Due to the nature of the proposal with a drive through the development would have vehicles visiting the site. Siting the proposed development within Woking Town Centre would be inappropriate as it would promote congestion within Woking Town Centre. The proposal would therefore conflict with the provisions of Policy CS2 of the Woking Core Strategy (2012). Siting the proposed development within an edge of centre site would enable Woking Town Centre sites to be retained for mixed use high density developments.

6. A sequential test has not been submitted with this planning application. A two storey restaurant and drive through at Goldsworth Arms, Goldsworth Road (sited within Woking Town Centre) was refused in 2015. The Planning Inspector's appeal decision stated '*the proposed development would not be high density and would not constitute an effective and efficient use of the site. The proposal conflicts with the provisions of Policy CS2*'. It is unlikely that the proposed development can be provided within Woking Town Centre. The application site is located approximately a minimum of 49m from the nearest residential properties. It is considered that there are only a few locations within the Borough likely to be less sensitive in terms of impact on residential amenity.
7. The proposed development would also make a positive economic contribution to the area. Information submitted with the planning application indicates that the proposed development would provide employment for 45 full time equivalent members of staff and supports various local community initiatives.
8. The application site is located approximately 77m from Woking Town Centre boundary and is well connected to the town centre by walking, cycling, bus and car. Due to the form of the proposed development it is considered that no town centre sites would be suitable for the proposed development. In this instance it is considered that siting the proposed restaurant with drive through on an edge of centre site is acceptable.
9. In addition to this, the Hot Food Takeaway Supplementary Planning Document (2014) requires the following to be considered:
 - Protection of residential amenity
 - Over concentration and clustering
 - Highway safety
 - Hours of operation
 - Control of odours and cooking smells
 - Disposal of waste products
 - Litter
 - Crime and anti-social behaviour

These matters are considered below.

Impact on Character:

10. The existing site is currently vacant. The site is surrounded by Morrisons supermarket and housing to the west, railway line to the south and Poole Road/Butts Road employment area to the north and east of the site. The immediate area surrounding the site is characterised by commercial buildings with functional designs that are of little architectural merit.
11. The proposed two storey building has a rectangular shaped footprint with a contemporary design. An enclosed single storey 'L' shaped corral yard is proposed to the north elevation of the building to accommodate refuse and receive deliveries. The proposed building has a flat roof with a height of approximately 7.3m. Roof top plant is

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proposed which would be screened by an approximate 1.4m enclosure resulting in a total height of approximately 8.7m. The south and west elevations of the proposed building would be predominately glazed. The proposed customer ordering display structures would be sited to the north west of the proposed building. The submitted plans indicate the building would be finished in natural stone tiles, wooden cladding, timber effect battens, brick and aluminium panels. The colour palette to be used comprises natural stone, Italian walnut, dark grey and anthracite. Condition 3 is recommended to secure details of external materials but the overall design approach is considered to accord with good design practice.

12. The proposed building would be sited to the north of the site. A patio area is proposed to the west and south of the proposed building with tables and seating for customers. A play area is proposed on the patio to the west of the building. Car parking is proposed to the south of the site. A 0.45m high fence is proposed to the north west boundary of the site, the remainder of the site is already enclosed with existing boundary treatment.
13. Overall the proposed building is considered to have an acceptable impact on the character of the surrounding area and accord with Policies CS21 and CS24 of the Woking Core Strategy (2012), Supplementary Planning Document 'Woking Design' (2015) and the NPPF (2018).

Impact on Neighbours:

14. Policy CS21 of the Woking Core Strategy 2012 advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook.
15. The nearest residential properties to the application site is the flat above No.47-49 Poole Road sited to the north of the site and residential dwellings along Kingsway Avenue sited to the west of the application site. The nearest residential properties would be sited approximately 46m from the application site. Due to the separation distance it is considered the proposed development would not have a detrimental impact on the amenities of neighbouring properties in terms of loss of daylight, overlooking or overbearing impacts.
16. The railway line and commercial properties are sited to the east and south of the site, there would be no adverse impact on the commercial properties.
17. The proposed development is not therefore considered to result in any adverse impacts relating to overbearing, daylight, sunlight or privacy to existing neighbouring occupiers complying with Policy CS21 of the Core Strategy (2012), Supplementary Planning Document 'Outlook, Amenity, Privacy and Daylight' (2008) and the policies in the NPPF.

Noise:

18. Policy CS21 of the Woking Core Strategy (2012) requires proposal for new development to *'be designed to avoid significant harm to the environment and general amenity, resulting from noise, dust, vibrations, light or other releases'*.
19. Policy DM7 of the DM Policies DPD (2016) states *'the Council will require noise generating forms of development or proposals that would affect noise-sensitive uses to be accompanied by a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level'*.
20. It is noted concerns have been raised over noise pollution. The proposal seeks operating times of 24 hours a day. Information submitted with the planning application indicates

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that there would be three deliveries a week scheduled to arrive during quiet trading hours and three waste collections a week that would occur during outside of peak hours. Environmental Health have been consulted and advised that noise associated with these movements could be exacerbated if carried out in more sensitive hours and that a condition could be proposed to control delivery hours or keep noise associated with such activities at a minimum.

21. However, planning application PLAN/2002/0421 relating to Morrisons sited immediately to the west of the site was for removal of condition 17 of planning permission PLAN/1998/0329 to facilitate 24 hour deliveries 7 days a week. Planning application PLAN/2002/0421 was refused, but allowed at appeal. The Planning Inspector's Report *stated 'I am therefore satisfied that the removal of the condition under appeal would not unduly prejudice the amenities of surrounding residential properties'*.
22. The vehicles servicing the proposed McDonalds store would be sited within the customer car park while loading and unloading. The parking spaces to be by servicing vehicles are sited approximately over 80m from the nearest residential properties. Due to the separation distance it is considered there would not be a detrimental noise impact to neighbouring properties.
23. Service vehicles entering and departing the site would use the same route as the Morrisons service vehicles. The Planning Inspector for planning application PLAN/2002/0421 *'I am of the opinion that the main source of intrusive noise would be from traffic on the local road network at whatever time of day or night'*. It is considered that servicing entering and departing the site would not cause a detrimental noise impact to neighbouring properties.
24. The submitted information with the planning application indicates that plant would be sited on the roof. Conditions **4, 5 and 6** are recommended to secure acoustic and insulation details and plant and equipment details and restrict the use of sound reproduction equipment.
25. Overall, it is considered that the proposed development would not result in a significant noise impact to neighbouring properties.

Light:

26. The submitted Planning Statement indicates lighting will be provided throughout the car park, drive through function and approach to the building. Environmental Health have been consulted and raised no objection to proposed lighting subject to condition **8**. It is considered the proposed lighting will not have a detrimental impact on neighbouring properties.

Over concentration and clustering:

27. The application site is not located within a defined centre or shopping parade. Supplementary Planning Document 'Hot Food Takeaway' (2014) states *'sites outside of designated centres will be resisted in line with the NPPF and Core Strategy policies'*. The application site is an edge of centre site, the principle of development section of the report considers that siting the proposed restaurant with drive through on an edge of centre site is acceptable.

Transportation Impacts:

29. 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*

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consideration of zero parking in Woking Town Centre, providing it does not create new or exacerbate existing on-street car parking problems'.

30. Supplementary Planning Document 'Parking Standards' (2018) requires a maximum of 1 car space per 6m² for A3 (restaurants) and A5 (hot food takeaway) premises. The proposed building would have a floorspace of 501m², a maximum of 84 parking spaces would need to be provided.
31. A car park providing 39 spaces (including 2 accessible spaces) is proposed. The submitted Transport Statement advises that the maximum parking demand periods for the proposed development based on the average number of parking spaces occupied at three other comparison sites during peak trading is expected to be 22 vehicles on a Friday and 28 vehicles on a Saturday with an average parking demand of 17 vehicles on a Friday and 21 vehicles on a Saturday. The application site is located in a Controlled Parking Zone to restrict on street parking. Highways have been consulted and raised no objection. Condition **11** is recommended to ensure parking is provided prior to first occupation. It is therefore considered that the proposed development would not have an adverse impact on parking provision in the immediate area. The application site is located within walking distance of Woking Town Centre and accessible by both public transport and cycling.
32. The proposed drive through facility includes a dual ordering point to assist in keeping queue lengths shorter. The submitted Transport Statement states that the drive through lane has capacity to accommodate 16 vehicles; the maximum queue from the drive through restaurants surveyed was 11 vehicles. Consequently, it is considered that the drive through has sufficient capacity.
33. The proposed pedestrian and vehicular access to the site will be from the access road leading to Morrisons Supermarket and service yard. The submitted Transport Statement advises the peak McDonalds hours for trip generation are between 17:00-18:00 on Friday and 13:00-14:00 on Saturday. The Transport Statement advises that the Morrisons Access/Goldsworth Road Junction *'would be operating with spare capacity during the Friday and Saturday peak periods and that the proposals would have minimal impact on the operation of the junction in terms of queuing and delay'*. The County Highway Authority has been consulted who have advised that they have no objection from a highway safety and operation perspective.
34. 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 (2018).

Hours of operation:

35. The proposal seeks operating times of 24 hours a day. Morrisons Supermarket and Service Yard is located to the west of the site, Poole Road/Butts Road employment area sited to the north and east of the site and railway to the south of the site. The nearest residential properties are sited a minimum of approximately 46m from the application site. Morrisons Supermarket and petrol station is open from 06:00 to 23:00 Monday to Saturday, On Sunday the supermarket is open 10:00 to 16:00 and the petrol station 08:00 to 22:00. The Poole Road/Butts Road employment area has varying opening hours. Due to the separation distance to neighbouring properties it is considered that the proposed opening hours would not have a detrimental impact on neighbouring properties.

Odour:

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36. Concerns have been raised over odour from the proposed use. The submitted Planning statement states *'McDonald's recognises the potential impact of noise and cooking odours on local amenity. In response to these impacts, McDonald's utilises an air extraction system which incorporates electrostatic precipitators and labyrinth systems that remove air borne grease and odours, and ensure that only purified air is expelled from the restaurant'*. The nearest residential properties are sited a minimum of approximately 46m from the application site. Environmental Health have been consulted and raised no objection subject to condition **7** requiring a scheme for the installation of equipment to control emissions from the premises to be submitted and approved.

Refuse and litter:

37. Policy CS21 of the Woking Core Strategy (2012) states that *'proposals for new development should...incorporate provision for the storage of waste and recyclable materials'*.
38. Policy DM16 of the DM Policies DPD (2016) states that *'the Council will require servicing facilities to be well designed, built to accommodate the demands of the new development and sensitively integrated into the development and the surrounding townscape and streetscape'*.
39. A waste storage area is proposed to the north of the proposed building. Commercial operators are responsible for their own waste collection in respect of both the frequency of the collection and size of the waste storage area. The applicant has indicated waste would be collected three times a week. Condition **9** is recommended to ensure the bin store is made available prior to commencement of the use of the building.
40. Concerns have been raised over litter. The submitted Planning Statement states *'it is company policy to conduct a minimum of three daily litter patrols, whereby employees pick up not only McDonald's packaging, but also any other litter that may have been discarded in the vicinity of a restaurant'* and *'litter bins are provided outside all restaurants'*. Condition **10** is recommended to secure details of litter bins.
41. Subject to the submission and approval of information regarding litter bins it is considered the proposal is considered to provide appropriate litter bins.

Crime and anti-social behaviour:

42. Section 17 of the Crime and Disorder Act 1998 places a duty on local authorities to exercise their functions with due regard to likely effect on crime and disorder, and the need to do 'all that the authority reasonably can' to prevent crime and disorder. 'Crime and disorder' includes anti-social and other behaviour adversely affecting the local environment. Paragraph 91 of the NPPF also advises that planning policies and decisions should aim to achieve places which safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Information submitted with the planning application advises that CCTV is proposed to discourage crime and vandalism.

Impact on trees:

43. 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. Subject to condition (condition **15**) to ensure the compliance with the submitted information, the proposal is considered to have an acceptable impact on trees within the application site.
44. The proposal identifies indicative landscaping within the application site. Condition **16** is recommended to secure details of a landscaping scheme.

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Flood Risk and Surface Water Drainage:

45. Part of the application site is within an area at a low risk surface water flooding and is adjacent to areas at high and medium risk of surface water flooding. The Flood Risk and Drainage Team have been consulted and recommended condition **17** to secure the submission of a scheme for disposing of surface water by means of a sustainable drainage system.

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 the submission and approval of a contaminated land survey (Condition **18**).

Community Infrastructure Levy (CIL):

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

CONCLUSION

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 CS1, CS2, CS9, CS16, CS18, CS21 and CS24, Supplementary Planning Documents 'Parking Standards' (2018), 'Hot Food Takeaway' (2012), Outlook, Amenity, Privacy and Daylight' (2008) and 'Working Design' (2015), DM Policies DPD (2016) policies DM7 and DM16 and the NPPF (2018) 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:

6797_AEW_8414_0001 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

6797_AEW_8414_0002 Rev B dated 16.11.2017 and received by the Local Planning Authority on 12.06.2018

6797_AEW_8414_0003 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

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6797_AEW_8414_0004 Rev C dated 16.11.2017 and received by the Local Planning Authority on 12.06.2018

6797_AEW_8414_0005 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

6797_AEW_8414_0006 Rev - dated 16.11.2017 and received by the Local Planning Authority on 14.03.2018

6797_AEW_8414_0015 Rev B dated 16.11.2017 and received by the Local Planning Authority on 12.06.2018

Plan titled 'COD DT Canopy' received by the Local Planning Authority on 14.03.2018

Booklet titled 'Outdoor Climb 2X2' by Kompan Commercial systems received by the Local Planning Authority on 14.03.2018

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

3. ++Prior to the commencement of any above ground works associated with 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. ++ Above ground works associated with the development hereby permitted shall not commence until details of the measures to be undertaken to acoustically insulate and ventilate the building for the containment of internally generated noise have been submitted to and approved in writing by the Local Planning Authority.

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

5. No fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until details, including acoustic specifications have been submitted to and approved in writing by the Local Planning Authority.

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

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

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

7. ++ Prior to the commencement of any above ground works associated with the development hereby permitted, a scheme for the installation of equipment to control

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emissions from the premises shall be submitted to, and approved in writing by, the Local Planning Authority. These measures shall be implemented fully in accordance with the approved scheme prior to the occupation of the development (or commencement of the use hereby approved). The outlet from the ventilation / extraction flue must finish at least one metre from openings such as doors and windows and be at least one metre above eaves level, to ensure the dispersal of fumes and odours away from neighbouring properties. The flue ductwork must be supported using mountings fixed to the external structure of the building in such a way that any vibration or noise associated with mechanical ventilation / extraction is reduced to a level which doesn't cause a nuisance to neighbours. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the approved details and retained as such thereafter.

Reason: To protect the environment and amenities of the occupants of neighbouring properties and prevent nuisance arising from noise, fumes, smell, smoke, ash, grit or other emissions in accordance with Policy CS21 of the Woking Core Strategy 2012.

8. ++ No above ground works associated with the development hereby permitted shall commence until details of any external lighting including floodlighting (demonstrating compliance with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for Reduction of Light Pollution' and the provisions of BS 5489 Part 9) have been submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed prior to the first use/ occupation of the development hereby approved and maintained in accordance with these standards 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. Prior to the first occupation of the development hereby permitted, the refuse and recycling facilities shown on the approved plans shall be made available and thereafter be retained for use at all times.

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the amenities of the area in accordance with Policy CS21 of the Woking Core Strategy 2012

10. ++ No above ground works associated with the development hereby permitted shall commence until details have been submitted to and approved in writing by the Local Planning Authority indicating the number, position and design of the litter bins or receptacles to be provided. The agreed details shall be carried out as approved and shall be completed before the occupation of the development (commencement of the use) hereby permitted and thereafter retained for use at all times.

Reason: To protect the environment and general amenity and to ensure the provision of satisfactory facilities for the storage and recycling of refuse in accordance with Policy CS21 of the Woking Core Strategy 2012

11. 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 / cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning area(s) shall be retained and maintained for their designated purpose(s).

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

12. The development hereby approved shall not be first opened for trading until a detailed servicing management plan specifying arrangements for deliveries to and removals from the site, to include details of:
- (a) The types of vehicles to be used and hours of their operation
 - (b) The design of delivery areas within the development site
 - (c) The dimensions and layout of lorry parking area(s) and turning space(s)
 - (d) Management of car parking and prevention of vehicles waiting on the public highway
- have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.

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

13. Prior to the opening of the development a Travel Plan and associated monitoring fee paid 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 'Heads of Travel Plan' document (if appropriate, specify). And then the approved Travel Plan shall be implemented and updated within the first three months of opening and then in year one, three and five for the 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.

14. The development hereby approved shall not be first opened for trading unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

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

15. The development hereby approved shall take place in strict accordance with the Arboricultural information by Hayden's Arboricultural Information dated 07.06.2018, 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

16. ++ Notwithstanding any details shown on the approved plans listed within condition 02, prior to any above ground works associated with the development hereby approved, a hard and soft landscaping scheme showing details of shrubs, trees and hedges to be

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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.

17. ++ No development (with the exception of site preparation works) 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 greenfield run-off rate from the pre-development 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.

The 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.

18. ++ 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.
- (i) 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);

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- (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
- (ii) 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.

19. ++ Above ground works associated with the development shall not commence until details of all screen and boundary walls, fences, hedges and any other means of enclosure (including private garden and sub-station enclosures) have been submitted to and approved in writing by the Local Planning Authority. The means of enclosure will be implemented fully in accordance with the approved details prior to the occupation of any part of the development and thereafter maintained to the height and position as approved unless otherwise agreed in writing by the Local Planning Authority. Any hedges and planting which die or become seriously damaged or diseased within a period of 5 years from the completion of the development shall be replaced during the next planting season with specimens of the same size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the proposed development does not adversely affect the amenities at present enjoyed by the occupiers of the adjoining and nearby properties and to preserve and enhance the character and appearance of the locality in accordance with Policy CS21 of the Woking Core Strategy 2012.

20. Unless shown on the approved plans no display or storage of goods, materials, plant, or equipment shall take place other than within the buildings approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of neighbouring property and the character of the area.

21. The external seating area and play area hereby permitted (annotated as patio and L&Bee play area on the approved plan numbered 6797_AEW_8414_0002 Rev B, 6797_AEW_8414_0004 Rev C and 6797_AEW_8414_0015 Rev B) shall only be used between the following hours:

- Mondays to Fridays (inclusive): 0800 - 2100
- Saturdays, Sundays and Bank/Public Holidays (inclusive): 0830 – 2100

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Informatives

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1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework 2018.
2. You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
3. The 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 Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.
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 site is known to drain into an area of high surface water flood risk and any surface water discharging from the site will have a direct impact on the surface water flood risk of this area. The most recent flood events were in May and September 2016 where a number of properties were affected. Therefore we would advise the proposed developments surface water discharge rate is reduced to the greenfield run-off rate where practical
6. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
7. The developer is advised that a standard fee is to be charged for input to, and future monitoring of, any Travel Plan.
8. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
9. For the avoidance of doubt, the following definitions apply to the above condition (No: 18) 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.

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(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.

We recommend prior to commencing a site investigation the specification of your investigation is agreed in advance with the Local Planning Authority to ensure it is suitably detailed to meet the needs/requirements of the Local Planning Authority.

Remediation action 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. In addition to this it is expected that best practice guidance from authorities such as the EA, British Standards, CIRIA and NHBC would be followed where applicable.