

4 SEPTEMBER 2018 PLANNING COMMITTEE

5e	18/0410	Reg'd:	20.04.18	Expires:	11.09.18	Ward: C
Nei.	17.05.18	BVPI	12 (Major)	Number	20/21	On
Con.		Target		of Weeks		Target?
Exp:				on Cttee'		Yes
				Day:		

LOCATION: The Coign Baptist Church, Nos.1-5 Church Street West and Nos.5-19 Oaks Road (odds) inclusive, Woking, Surrey, GU21 6DJ

PROPOSAL: Erection of new church auditorium (Class D1) following demolition of Nos. 5-19 Oaks Road (odds) inclusive, extension of existing church auditorium and alterations to fenestration and external materials, reconfiguration of car parking (including new vehicular access from Oaks Road) and soft and hard landscaping (including fencing).

TYPE: Full Application

APPLICANT: The Coign Church Trust

OFFICER: Benjamin Bailey

REASON FOR REFERRAL TO COMMITTEE

The proposal is for 'Major' development and falls outside of the Management Arrangements and Scheme of Delegations.

SUMMARY OF PROPOSED DEVELOPMENT

Erection of new church auditorium (Class D1) following demolition of Nos. 5-19 Oaks Road (odds) inclusive, extension of existing church auditorium and alterations to fenestration and external materials, reconfiguration of car parking (including new vehicular access from Oaks Road) and soft and hard landscaping (including fencing).

Site Area:	0.437 ha (4,370 sq.m)
Existing Class D1 GIA:	775 sq.m (Church building only)
Proposed Class D1 GIA:	1800 sq.m
Existing dwellings:	4 (8 including those subject to temporary D1 use permissions)
Proposed dwellings:	0
Existing parking spaces:	20
Proposed parking spaces:	22

(Officer Note: Since submission and validation of the planning application in April 2018 the former Coign Church has subsequently renamed as Welcome Church. This rename is noted however the church will be referred to within this report as the Coign Church as this is the name set out within the submitted application form and on the application plans and documents. For the avoidance of any doubt the former Coign Church is now named the Welcome Church).

PLANNING STATUS

- Urban Area
- Woking Town Centre (Partial – southern section of site)
- High Density Residential Area (Partial – northern section of site)

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- Proximity to Locally Listed Building (Nos.65-77 Goldsworth Road – Building of Townscape Merit)
- Surface Water Flood Risk (Partial - 1 in 100 year / 1 in 1000 year)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

RECOMMENDATION

Grant planning permission subject to recommended conditions.

SITE DESCRIPTION

The application site comprises 0.43 ha in area and is located at the junction of Oaks Road to the west and Goldsworth Road to the south at its junction with Church Street West. Residential dwellings lie to the north of the site – three pairs of semi-detached houses and one two-storey detached house and their gardens, numbered Nos.5 - 19 Oaks Road. On the southern side of the application site lies Coign Church, a grass forecourt and semi-mature planting. The application site also includes a single storey lock-up garage.

The Coign Church is a single-storey building, erected in the late 1970s and subject to some limited later extension. It demonstrates a large mono-pitched roof arrangement supported on laminated timber trusses which rise above the brickwork envelope. A car park area lies immediately behind the church, to the north-east of the site. Soft landscaping (large trees, shrub and grassland) lie on the southern periphery of the site. The dwellings to the north of the site appear to date from the Victorian, Inter-War and Post-War periods, with mature gardens and trees behind. The setting on Oaks Road is domestic and low-rise in scale. The buildings are built in a mixture of buff stock brick and/or rendered.

The entirety of the application site falls within the Urban Area. The southern half of the application site falls within the Woking Town Centre boundary and the northern half within a High Density Residential Area. The application site is within close proximity to a Locally Listed Building at Nos.65-77 Goldsworth Road.

A number of semi-mature trees are located on the south-western corner of the site and a small proportion of hedges and grassed areas are located within the centre of the site and along the periphery of the southern boundary. Remaining ground surfaces are generally paved with tarmac or concrete. Ground levels generally fall across the site from south to north along Oaks Road by around 1.5m.

RELEVANT PLANNING HISTORY

PLAN/2018/0411 - Advertisement Consent for x4 unilluminated fascia signs to existing church auditorium and x3 unilluminated fascia signs to new church auditorium (please refer to PLAN/2018/0410 for planning application for new church auditorium).
Pending Consideration

PLAN/2014/0941 - Demolition of existing church building and associated community and residential properties and erection of a new class D1 community building of 2,948 metres square and 85 private residential dwellings; car parking; landscaping and public realm works. (Amended Description)

Resolved to grant subject to conditions and S106 Legal agreement (10.03.2015)

'Finally Disposed Of' by LPA following no progress on S106 Legal agreement (24.06.2016)

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84/0780 - Extension to kitchen, extension to form office accommodation, erection of cycle and refuse store and re-alignment of access road.
Permitted subject to conditions (01.08.1984)

80/0626 - The execution of site works and the erection of two single storey additions to existing church.
Permitted subject to conditions (01.07.1980)

76/1219 - The demolition of any existing buildings, the execution of site works, and the erection of a church and church hall.
Permitted subject to conditions (14.12.1976)

76/0936 - Demolition of existing buildings and the erection of a church and a walled garden, and the provision of 15 parking spaces and access on to Church Street.
Permitted subject to conditions (15.09.1976)

Nos.9, 11, 13, 15 Oaks Road (inclusive):

PLAN/2012/0043 - Temporary change of use from dwellings to community use (Renewal of PLAN/2005/1151 and 1152).
Permitted subject to conditions (12.04.2012)

Nos.9, 13 & 15 Oaks Road (inclusive):

PLAN/2005/1151 - Change of use from residential to community use (church) for a period of 5 years.
Permitted subject to conditions (02.02.2006)

PLAN/2003/0787 - Renewal of planning consent 2001/0734 for the continued use of the site for community services.
Permitted subject to conditions (24.07.2003)

PLAN/2001/0734 - Renewal of planning consent 00/0725 for continued community use at 9, 13 and 15 Oaks Road, Woking.
Permitted subject to conditions (16.08.2001)

PLAN/2000/0725 - Renewal of planning consent 98/0468 for continued community use at 9, 13 and 15 Oaks Road.
Permitted subject to conditions (28.09.2000)

PLAN/1998/0468 - Renewal of temporary planning permission 96/0310 for the continued community use of these properties for a further two years.
Permitted subject to conditions (01.09.1998)

PLAN/1996/0310 - Renewal of planning permission 94/0222 for the change of use of properties from residential to community use together with provision of external stair cases.
Permitted subject to conditions (11.06.1996)

Nos.9, 13, 15 & 17 Oaks Road (inclusive):

PLAN/1994/0222 - Change of use of properties from residential to community use together with provision of external stair cases.
Permitted subject to conditions (14.06.1994)

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No.11 Oaks Road:

PLAN/2005/1152 - Change of use from residential to community use (church) for a period of 5 years.

Permitted subject to conditions (02.02.2006)

PLAN/2003/0785 - Renewal of planning consent 2002/0886 for the retention of car park and the continued use of residential properties for community use.

Permitted subject to conditions (24.07.2003)

PLAN/2002/0886 - Renewal of temporary planning permission 2001/0722 for the retention of a car park and the continued use of a former residential property (Class C3) for community use at 11 Oaks Road (for use by The Coign Baptist Church) (Amended description & Location).

Permitted subject to conditions (19.09.2002)

PLAN/2001/0722 - Renewal of temporary planning consent 98/0903 for the retention of car park and the continued use of a former residential property (Class C3) for community use at 11 Oaks Road.

Permitted subject to conditions (26.07.2001)

PLAN/2000/0726 - Renewal of temporary planning consent 98/0903 for the retention of car park and the continued use of a former residential property (Class C3) for community use at 11 Oaks Road.

Permitted subject to conditions (28.09.2000)

PLAN/1998/0903 - Retention of car park and the continued use of the former residential property (Class C3) to community use by the Coign Church (Class D1).

Permitted subject to conditions (20.10.1998)

CONSULTATIONS

County Highway Authority (CHA) (SCC) (Second): The proposed development has been considered by the County Highway Authority, who having assessed the application on safety, capacity and policy grounds, recommends conditions 10, 11, 12, 13, 14, 15, 16 and 17 be attached to any planning permission granted.

Environmental Health: The noise impact assessment prepared by Cole Jarman identifies main noise aspects as: breakout during worship activity, plant noise and associated relocation of car park. Having considered its content this service can accept their conclusions that the potential impact to those receptors in the vicinity will be minor. If planning permission is granted Environmental Health would wish to see conditions 19, 20 and 21. Not proposing hours of use for opening/services, but would recommend no delivery/collections until post 0600 hours, which is in keeping with the start time for WBC waste contractors. Also recommends conditions 22, 23 and 24.

Arboricultural Officer: The proposed looks to retain a lot of the trees with high public amenity value; this is a positive development as they make a significant contribution to the character of the area. In principle the arboricultural information is considered acceptable, however a detailed arboricultural method statement would be required for the site with significant details in regard to the works within RPAs of retained trees. This can be conditioned along with details of service and drainage runs and a detailed landscape plan (conditions 31, 32 and 06 refer).

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Surrey Wildlife Trust (Second): The submitted Bat Survey Report appears appropriate in scope and methodology and has not identified active bat roosts within the buildings scheduled for demolition. We therefore advise that bats do not appear to present a constraint to the proposed development. However bats are highly mobile and move roost sites frequently; a precautionary approach to works should therefore be implemented. Comments regarding biodiversity enhancements.

Drainage & Flood Risk Team (Second): Following a review of the submitted information, recommend approval on drainage and flood risk grounds providing recommended conditions 34, 35, 36 and 37 are attached to ensure the application complies with NPPF (2018) and Policy CS9 of the Woking Core Strategy (2012).

Contaminated Land Officer: Have identified the potential for ground contamination on, or within close proximity to, the application site. A former garage site was located adjacent to the application site. Given the nature of the development proposed and information held on file to date would recommend the remediation strategy condition (condition 38 refers) and accompanying informative.

Lead Local Flood Authority (LLFA) (SCC): "Subject to your Drainage and Flood Risk Engineer being satisfied with the proposal we would have no further comments to make".

Archaeological Officer (SCC) (Second): No archaeological concerns.

Thames Water Development Planning (Second): No comments to make.

WBC Planning Policy: Policies CS2 and CS19 aim to deliver accessible and sustainable community infrastructure to support growth in Woking Town Centre, and would support the principle of redevelopment at this site. Full regard is made to the benefits that the proposed scheme would bring by providing the improvement of social and community infrastructure in the form of a new 'community hub', which is considered critical in the Core Strategy due to its direct bearing on the wellbeing of the community. The proposed enhancement of the church and community facilities would be a significant material benefit which weighs heavily in favour of this redevelopment proposal. However, a key objective of the Core Strategy is to provide housing – particularly family housing - at densities which maximise the efficient use of urban land. Policy DM11 seeks to retain existing housing stock because of the contribution it makes towards meeting the housing needs of the area, and thus delivering this objective. In order to establish compliance with Policy DM11, Development Management must be satisfied that the loss of housing is justified given the benefits described in delivering other Core Strategy objectives – particularly in ensuring the provision of community infrastructure keeps pace with the growth of the Borough.

Thamesway Energy: Comments to be reported at Planning Committee.

REPRESENTATIONS

x201 local properties were sent neighbour notification letters of the application, in addition to the application being advertised on the Council's website and by statutory press and site notices. The application has been advertised as Major Development (due to the scale) and as a Departure from the Development Plan (due to the loss of housing proposed).

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x1 letter of objection has been received. A summary of the comments made is given below:

- Impact upon already heavily congested parking within Oaks Road, which is a small road and already used by people to leave Vale Farm Road, and for parking when getting to town.
- The plans will add more congestion to the area, and potentially a more dangerous road as more vehicles will be using it.
- Concerns with regard to scale and appearance of auditorium and car park in comparison to other properties on Oaks Road, which are mostly semi-detached houses and maisonettes with limited parking for residents and paying parkers who want to go to town.
- The large car park will not provide any positive contribution to the characteristic of the road as it will look out of place in such a residential road.
- The plans for the church do not provide any positive contribution to the road as it is a modern style building, which is very out of character to the rest of the properties.
- How does removing properties provide a positive contribution to affordable housing in the area? At a time where houses are needed most in the area, can't see any sense in demolishing perfectly good homes.
- Feel that this addition will significantly reduce the value of my property (and surrounding properties) as no one wants to live so close to such a large building and car park which will be heavily occupied.
(Officer Note: Potential impact upon property values does not constitute a material planning consideration)
- During the building phase there will be a lot of disruption and inconvenience to everyone local.
(Officer Note: Potential temporary disruption is not a reason to refuse planning permission. Recommended condition 15 secures compliance with a submitted Construction Transport Management Plan (CTMP)).

x2 further letters have been received which neither clearly object nor support the application but make the following main comments:

- The surface of Oaks Road is already in need of repair and further traffic, especially heavy construction traffic, is bound to make this worse and more dangerous. Are there plans to resurface the road after the building work has been completed to repair the damage?
- Concerned about the scale of the development versus the size of the car park suggested and therefore the impact this is going to have on an already busy street which residents currently struggle to park on. Will there be assurance and regulation to ensure the road is not flooded by cars from the car park overflow? x22 spaces does not seem nearly enough.
- I have just completed work on my house, including painting the outside which is likely to be affected by the amount of dust raised during the building process. Will we be compensated for the noise/dust/inconvenience of the development?
- There doesn't seem to be any benefit to the surrounding residents mentioned in any of the plans or compensation for any of the obvious inconvenience this will cause on a day to day basis throughout the entire build
- This development should cause no loss of existing resident parking bays, and any bays which will need to be moved should be replaced nearby
- Because the plans show very limited actual parking spaces for church visitors (20 – 25) these visitors should continue to make use of the current Town Centre parking concessions, and should be strongly discouraged from parking in surrounding roads, including during unrestricted periods. There is currently

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insufficient parking for existing residents as more permits are issued by the Council than spaces. A policy of full time restrictions should be applied if church members fail to use the Town Centre concessions.

- Main access to the church from Goldsworth Road should be considered as part of the traffic assessment, both during and after the building work is complete.
- The development should have sufficient SuDS provision so that there is no detrimental impact upon existing infrastructure. There is a historic problem with surface water flooding and foul water blockages in the surrounding area. Any green spaces should be retained or adequately replaced, and parking areas should be permeable in order to reduce any environmental issues concerning surface water run-off.

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018)

Section 2 - Achieving sustainable development

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 15 - Conserving and enhancing the natural environment

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS2 - Woking Town Centre

CS9 - Flooding and water management

CS10 - Housing provision and distribution

CS11 - Housing mix

CS18 - Transport and accessibility

CS19 - Social and community infrastructure

CS20 - Heritage and conservation

CS21 - Design

CS22 - Sustainable construction

CS24 - Woking's landscape and townscape

CS25 - Presumption in favour of sustainable development

Development Management Policies Development Plan Document (DMP DPD) (2016)

DM2 - Trees and Landscaping

DM7 - Noise and Light Pollution

DM8 - Land contamination and hazards

DM10 - Development on garden land

DM11 - Sub-divisions, Specialist Housing, Conversions and Loss of Housing

DM16 - Servicing Development

DM20 - Heritage Assets and their Settings

Supplementary Planning Documents (SPD's)

Design (2015)

Parking Standards (2018)

Outlook, Amenity, Privacy and Daylight (2008)

Climate Change (2013)

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Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG)

Woking Borough Council Strategic Flood Risk Assessment (November 2015)

Community Infrastructure Levy (CIL) Charging Schedule (2015)

Draft Site Allocations Development Plan Document (DPD) June 2015

Policy UA10 - The Coign Church, 1-5 Church Street West and 5-19 Oaks Road, Woking

PLANNING ISSUES

1. The key planning issues for consideration in determining this planning application are:
 - Principle of development
 - Design and impact upon the character of the area
 - Impact upon neighbouring amenity
 - Noise
 - Parking, highways implications and alternative modes of travel
 - Biodiversity and protected species
 - Arboriculture
 - Heritage, including archaeology
 - Contamination
 - Flood risk and drainage
 - Sustainable energy
 - Local finance considerationshaving regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

Background

2. The application site benefitted from a resolution to grant planning permission (made on 10.03.2015), subject to the completion of a Section 106 Legal Agreement, under application reference PLAN/2014/0941. The development proposed under that application reached x12 storeys in height and included a new Class D1 community building of 2,948 sq.m (with an auditorium seating circa x850 persons) and x85 private residential dwellings. Following a lengthy period without any progress having been made towards completion of the Section 106 Legal Agreement by the applicant the application was treated as 'Finally Disposed Of' by the Local Planning Authority and no further action was taken with the application. According to the submitted Planning Statement, the developer withdrew due to concerns about that scheme's viability.
3. The emerging Draft Site Allocations DPD was published in June 2015 for public consultation, which closed on 31 July 2015. Policy UA10 relates to the application site and seeks to allocate the site to enable the delivery of a mixed use development of residential, including affordable housing and community facilities, and stating that it is anticipated that the site could yield around x78 net additional dwellings (x85 gross) and additional community facilities (3000 sq.m gross). At this stage, the policies contained within the emerging Draft Site Allocations DPD have the potential of being a material consideration. However what weight, if any, to be afforded to any policy is a matter for the decision maker and may be different in the consideration of each policy in relation to any development scheme proposed. Although this policy document has

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been subject to public consultation until such time as the Site Allocations DPD has been formally submitted for public examination, it is considered that very limited weight can be afforded to it.

4. The revised National Planning Policy Framework (NPPF) was published on 24 July 2018 and is a material consideration in the determination of this application. However, the starting point for decision making remains the Development Plan, and the revised NPPF (2018) is clear at Paragraph 213 that existing Development Plan policies should not be considered out-of-date simply because they were adopted or made prior to 24 July 2018. The degree to which relevant Development Plan policies are consistent with the revised NPPF (2018) has been considered in this instance, and it is concluded that they should be afforded significant weight.

Principle of development

5. The application site falls largely within Woking Town Centre, as defined on the Proposals Map, although Nos.5-19 Oaks Road falls outside of the Woking Town Centre boundary and within a High Density Residential Area. Policy CS1 of the Woking Core Strategy (2012) identifies Woking Town Centre as the primary focus of sustainable growth, and an important location for shopping, offices, entertainment, cultural and community activities and transport infrastructure. The policy seeks to promote development that meets locally identified needs, including housing and cultural facilities.
6. The existing land use of the application site falls predominantly within class D1 (non-residential institution), including x4 residential dwellings (class C3), to the north of the existing church, which have been granted temporary planning permissions for class D1 use since 1994. The remaining x4 dwellings are still available for residential (class C3) use although it appears some of these dwellings may currently be vacant. The application seeks the extension and remodelling of the Coign Church site to provide a new detached church auditorium/chapel (D1 use) to the north of the existing church building, providing circa 950 sq.m GIA across x2 storeys (circa 855 sq.m at ground floor and circa 95 sq.m at first floor).
7. The new extension to the front of the existing Coign Church building would provide circa 75 sq.m of additional GIA within D1 use. In total there would be 1,025 sq.m of D1 use within the new detached church auditorium/chapel and the proposed extension to the existing Coign Church building. A programme of soft and hard landscaping would be undertaken. A new car parking area would replace the existing car park, and provide a net addition of x2 car parking spaces (a total of x22 car parking spaces). The redevelopment would result in the loss of x4 residential dwellings and x4 properties with temporary class D1 use, in addition to ancillary church storage facilities.
8. The applicant states that the existing Coign Church building can accommodate x350 people, with overflow capacity within the foyer which accommodates a further x100 people (x450 total). The applicant comments that the congregation is typically around x600 people and that as the congregation has grown additional space requirements for the Church support team have also grown. The applicant also comments that there is no longer enough space for children's facilities within the properties to the north (to be demolished) and that these properties have increasing maintenance costs.
9. Since February 2008 the Coign Church have been holding congregations at the HG Wells Conference Centre (which is currently operated by Woking Borough Council

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under lease from the freeholder) however the space is not large enough to accommodate the entire congregation meaning that services have to be split. The applicant states that the HG Wells facilities also do not provide separate space for children's work and there is a capital cost to the Coign Church to renting this space each week.

10. The Coign Church currently has a very heavy reliance upon the facilities within the HG Wells Conference Centre for holding Sunday services due to the inadequate capacity at the current Coign Church building. It is noted that the HG Wells Conference Centre forms part of a wider site (Policy Ref: UA18) identified within the emerging draft Site Allocations DPD "*for a mixed use scheme to comprise community, leisure, offices, retail and residential including affordable housing*". Whilst the draft Site Allocations DPD is still emerging and attracts very limited weight at the current time, this intended site allocation does result in the Coign Church having uncertainty as to the medium-to-long term sustainability of reliance upon the HG Wells Conference Centre for Sunday services. The potential loss of access to this facility, even for the construction period of any potential replacement conference facility on the current site of the HG Wells Conference Centre, would severely and significantly impact adversely upon the operation of the Coign Church and the services/facilities it provides.
11. One of the three main dimensions of sustainable development, as stated within the NPPF (2018), is a social role to support strong, vibrant and healthy communities including providing accessible local services that reflect the community's needs and supports its health, social and cultural well-being.
12. Policy CS2 of the Woking Core Strategy (2012) describes how development of a dynamic and successful Town Centre is central to the achievement of sustainable development within the Borough. The policy identifies the types and indicative amounts of development expected over the life of the Core Strategy, including housing, employment and retail uses, supported by adequate social, community and transport infrastructure as set out within the Infrastructure Delivery Plan (IDP). The need to expand Coign Church has been identified within the Council's IDP, which in turn was informed by the Social and Community Facilities Audit (2011). The audit recognises the need for redevelopment of the Coign Church to provide an improved community facility within walking distance of the Town Centre, and expects such a facility to be highly used (page 101).
13. Paragraphs 117 and 122 of the NPPF (2018) set out that planning policies and decisions should support development that makes efficient use of land in meeting the need for homes and other uses. Policy CS2 sets out how Town Centre proposals will be achieved through mixed-use high density redevelopment of existing sites, refurbishment of outmoded sites, intensification of existing sites, change of use where appropriate, and safeguarding of existing office floorspace if justified. The emerging draft Site Allocations DPD will identify specific sites to deliver the proposals, being subject to 'Regulation 18' consultation during 2015, and as such can be afforded very limited weight. It proposes to allocate the Coign Church site for delivery of housing and community uses between 2015 and 2027. However, this intended allocation was in part based on the planning history of the site, and the assumption that proposals referenced PLAN/2014/0941 would be issued planning permission, as per the resolution of the Council's Planning Committee during 2015, and thereafter implemented. This intended allocation also applies to assumptions made within the Strategic Housing Land Availability Assessment (SHLAA) (2014), which considers the site suitable for a mixed-use scheme, comprising of community uses on the lower floors with residential uses above. As the planning permission for PLAN/2014/0941

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was never subsequently issued, according to the applicant due to withdrawal of the developer following concerns about financial and construction viability, the Planning Policy team have advised that the proposed site allocation is likely to be re-assessed during the next stages of the Site Allocations DPD preparation, and will be potentially discounted from the next iteration of the SHLAA. It is also noted that planning permission or allocation is not a prerequisite for a site being considered to be deliverable.

14. Paragraph 120 of the NPPF (2018) states that planning policies and decisions need to reflect changes in the demand for land and Paragraph 121 that local planning authorities should also take a positive approach to applications for alternative uses of land, which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs, and in particular should support proposals to make more effective use of sites that provide community services, provided this maintains or improves the quality of service provision and access to open space.
15. Policy CS2 of the Woking Core Strategy (2012) goes on to set out how Woking Town Centre is the preferred location for other 'town centre uses', as defined within the glossary of the Woking Core Strategy (2012). The definition within the glossary does not include community buildings or places of worship per se. The revised NPPF (2018) defines main town centre uses as being retail development, leisure, entertainment and more intensive sport and recreation uses, offices, and arts, culture and tourism development. Both the definition within Policy CS2 and the revised NPPF (2018) include cultural development, which the proposal is considered to fall within. The submitted Design and Access Statement sets out how the Coign Church delivers a wide range of community activities and social-care services for the benefit of the local and wider community. The new auditorium would accommodate x650 - x700 spaces to meet the needs of the church's growing congregation, and provide ancillary space for many church activities, including activities and clubs for children and additional work with, and for, the local and wider community. Policy CS2 recognises the importance to the wellbeing of the community of adequate community facilities and social and community infrastructure, and seeks to safeguard existing facilities and promote new ones where appropriate, as set out within Policy CS19.
16. Policy CS19 of the Woking Core Strategy (2012) sets out how the Council will promote sustainable and accessible social and community infrastructure for a range of uses to support growth within the Borough. The provision of new community facilities is encouraged in locations well served by public transport, pedestrian and cycle infrastructure, which is satisfied by this largely Woking Town Centre site. The justification for the policy recognises the critical role of community facilities in delivering a sustainable community through their ability to create community cohesion and improved quality of life for residents and highlights the importance of provision within the faith sector (paragraph 5.176). The Woking Core Strategy (2012) aims to deliver a significant amount of housing within Woking Town Centre, and paragraph 5.177 sets out how the Council is committed to deliver the social and community infrastructure to support it.
17. The submitted Planning Statement sets out that the Coign Church currently provides the following local and wider community benefits and community groups:
 - Debt counselling & financial support
 - Special needs
 - Homeless/unemployed/disadvantaged including a weekly meal for 80 people
 - Mother & toddler groups

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- Children's ministry
 - School's work
 - Parenting support and training
 - Over 60's and other events for the elderly looking to connect
 - 20's and 30's group
 - A bereavement support group
 - Youth/teenagers
 - Single parents
 - Crisis pregnancy counselling
 - Pastoral counselling
 - Job search
 - Marriage preparation and enrichment
 - Prison ministries
 - Support for ex-offenders
 - Foodbank
 - Various other Ministries and courses including Alpha and Beta
18. In summary, Policy CS2 emphasises the need for adequate social and community infrastructure to support Woking Town Centre growth and secure the wellbeing of the existing and growing community. This can be achieved through the refurbishment of outmoded sites. The proposal would see the redevelopment and refurbishment of a community facility that delivers a wide range of benefits to the local and wider community. The submitted Planning Statement sets out compelling evidence that the existing facility is inadequate and would not effectively support growth within Woking Town Centre. There is an urgent need to improve the facility in order to relieve its cramped and outdated conditions, and to provide a building with additional capacity for worship and additional community services. To do so would benefit the wellbeing of the existing local and wider community, and support the needs of future residents, employees and visitors as a result of significant growth planned within Woking Town Centre.
19. Development proposals within Woking Town Centre should also make efficient use of land, and potentially be achieved through mixed-use, high density redevelopment of existing sites. However the planning history associated with this particular site should be taken into consideration, whereby mixed-use, high-density redevelopment was resolved to be granted planning permission by the Council's Planning Committee during 2015, but was subsequently considered to be unviable by the developer and other interested parties, which led to the requisite Section 106 Legal Agreement never being completed and planning permission never being issued.
20. The proposed use is therefore considered to be acceptable in principle. Whilst there may potentially be scope to deliver a higher density, mixed-use scheme on the application site, and thus make more efficient use of the land and help meet local housing need, the inadequacy of the existing facility to meet community needs, as identified within the IDP and evidenced within the submitted Planning Statement, and the lack of deliverability of previous schemes resolved to be granted planning permission, all form material planning considerations.

Loss of housing

21. The proposal would result in the demolition of Nos.5-19 Oaks Road, of which x4 properties (No.9, No.11, No.13 and No.15) have been granted a temporary change to class D1 use since 1994 to provide children's activities during services; and the

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remaining x4 properties (No.5, No.7, No.17 and No.19) remain available for residential (class C3) use, although some of these properties are to be currently vacant.

22. The submitted planning application form does not indicate how many bedrooms the existing dwellings to be demolished benefit from, although x4 market houses are noted under 'unknown'. The submitted Planning Statement argues that the residential use of x3 of the buildings (stated as being 'let to those in hardship') is directly linked to the church's work and its charitable purposes. Four of the properties have been granted temporary planning permission for community use for over 20 years. Given that the grant of temporary planning permissions have previously been considered appropriate by the Local Planning Authority for such a long period of time, and taking into account Planning Practice Guidance issued in 2014 that it is rarely justifiable to grant a second temporary permission and that further permissions should normally be granted permanently or refused if there is clear justification for doing so (Paragraph: 014 Reference ID: 21a-014-20140306), and that there have not been any detrimental effects on housing provision as a result of these temporary planning permissions, the loss of the remaining x4 properties currently available for residential use will be focussed upon.
23. CS11 of the Woking Core Strategy (2012) sets out that the Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units unless there are overriding policy considerations justifying this loss. Policy DM11 of the Development Management Policies DPD (2016) sets out an approach to addressing the impacts and issues around the loss of housing, and where this will be resisted. Development which leads to the net loss of dwellings, particularly family homes, will generally be resisted unless a number of criteria are met. Those criteria relevant to this planning application include:
 - the applicant can demonstrate to the satisfaction of the Council that the dwelling to be lost is in an unsustainable location and/or the benefits of the proposed use to the objectives of the Core Strategy will significantly outweigh the use of the building as a dwelling.
24. It is noted that neither Policy CS11, nor Policy DM11, set out a blanket prohibition on the potential loss of existing dwellings but rather require overriding policy considerations to justify and outweigh this loss, which it is acknowledged is likely to be present in only a small number of cases. The application site is within a highly accessible location partly within, and partly on the immediate fringe of, Woking Town Centre, and falls within a High Density Residential Area where it does not fall within Woking Town Centre. Therefore the dwellings proposed to be lost are considered to be in a sustainable and suitable location and the benefits of the proposed use to the objectives of the Core Strategy will therefore be further considered.
25. Although the number of bedrooms within the residential properties proposed to be demolished is not indicated within the submitted planning application form, it would not be unreasonable to categorise the residential semi-detached houses as 'family homes'. In addition, it is stated within the application that the Coign Church lets these homes out at affordable rents to those in hardship. This is, however, at the discretion of the Coign Church, and they are formally defined as market houses rather than affordable houses. The Woking Core Strategy (2012) describes how the majority of unmet need is for family housing and this is also reflected within the latest West Surrey Strategic Housing Market Assessment (SHMA) (2015). The loss of these homes would therefore be contrary to the aims of Policy CS11 and Policy DM11, which are to retain the existing housing stock because of the significant contribution

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that it makes towards meeting the housing needs of the area. Whilst it could be argued that the significance of the contribution is minimal because the amount of housing to be lost is relatively small, nonetheless the cumulative impacts of the loss of many small-scale housing sites must also be taken into account.

26. However, another key objective of the Woking Core Strategy (2012) (number 9) is to ensure that the provision of community infrastructure, including key services and facilities, keeps pace with the growth of the Borough. This includes community facilities such as places of worship. It is considered that the evidence submitted with the application makes a clear case for the significant need and demand for the church facility, and its inability to effectively meet the needs of the current community, let alone a growing community as a result of the significant growth planned within Woking Town Centre.
27. The proposal would bring about much needed improvements to a valuable community facility, which provides a wide range of community services in addition to a place of worship, and would have a direct bearing on meeting objective 9 of the Woking Core Strategy (2012), in addition to objectives within Policies CS16 (ensuring the infrastructure needed to support development is provided to meet the needs of the community) and CS19 (to provide accessible and sustainable community infrastructure to support growth in the Borough). The proposed facility would also accommodate a mix of uses which will serve various sections of the community (of any faith).
28. Additionally Policy CS19 encourages the provision of community facilities in locations well served by public transport, pedestrian and cycle infrastructure. Were the Coign Church facility to be potentially relocated to an alternative location to deliver improved capacity, this may not continue to be the case.
29. The proposal would also have a positive bearing upon other objectives of the Woking Core Strategy (2012), including:
 - *Objective 8: encourage the high quality of design of buildings, neighbourhoods and the public realm that creates a sense of place* - as demonstrated within the submitted Design and Access Statement, the proposal offers the opportunity to enhance the streetscape, and improvement to the quality of the public realm in this location would be beneficial
 - *Objective 12: to preserve and enhance the cultural features of the Borough and make them accessible to the benefit of residents* - the new auditorium and improvements to the existing church building will provide ancillary space for many church activities, work with and for the local and wider community, and activities and clubs for children and youth
30. Paragraph 120 of the NPPF (2018) states that planning policies and decisions need to reflect changes in the demand for land and Paragraph 121 that local planning authorities should also take a positive approach to applications for alternative uses of land, which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs, and in particular should support proposals to make more effective use of sites that provide community services, provided this maintains or improves the quality of service provision and access to open space.

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31. In determining whether the aforementioned benefits are significant enough to outweigh the benefits derived from use of the four residential dwellings to meet housing needs of the Borough, and thus satisfy the criteria within Policy CS11 and Policy DM11, regard may be afforded to the Council's Five Year Housing Land Supply Position Statement 2016. This position statement concludes that the Council is performing well in meeting its housing targets to 2020/21: an estimated surplus of delivery of x1,070 net additional dwellings against the housing requirement and an overall housing land supply of 8.7 years between 2016/17 and 2020/21. When historic undersupply and the 5% buffer are taken into account, this represents a surplus of x816 net additional dwellings and an overall housing land supply of 7.7 years.
32. Paragraph 75 of the revised NPPF (2018) published on 24 July 2018 sets a Housing Delivery Test, in which local planning authorities must monitor progress in building out sites which have planning permission in order to maintain the supply of housing. The revised NPPF states that if the Housing Delivery Test indicates that delivery has fallen below 95% of the local planning authority's housing requirement over the previous three years, the authority should prepare an action plan in line with national planning guidance, to assess the causes of under-delivery and identify actions to increase delivery in future years. Whilst this is the case Paragraph 215 of the revised NPPF (2018) states that the Housing Delivery Test will apply from the day following the publication of the Housing Delivery Test results in November 2018.
33. Although the application site has potential to deliver additional dwellings to meet the Woking Core Strategy (2012) housing targets later on in the plan period (to 2027), other suitable sites will likely enable the housing targets to be met. On this basis the Planning Policy team does not anticipate the housing objectives of the Woking Core Strategy (2012) to be significantly undermined by a minor loss of housing at this particular site, or by the absence of a mixed-use scheme to include high-density housing, which has not been achieved successfully following the past resolution to grant planning permission for such during 2015.
34. Regard should also be afforded to the information put forwards within the submitted Planning Statement, which states that the Oaks Road properties had originally fallen into disrepair after J Sainsbury purchased them during the 1990s, as part of their plans for a new foodstore, and that they were then being occupied as squats. It is set out that the Coign Church reinstated their use for residential and community purposes, but these properties are now ageing, and with increasing maintenance costs. To some extent, the long-term use of these properties as family homes is dependent upon the continued charity of the Coign Church, which in turn will only continue to function if it is able to redevelop the application site to increase capacity and secure long-term security in terms of location and facilities.
35. As put forward within the submitted Planning Statement, the church has exhausted a number of different options, including holding services within different premises (Sunday services have been held within the HG Wells Conference Centre since 2008 due to the size of the congregation). Alternative sites have also been explored for development.
36. Furthermore it is acknowledged that any potential redevelopment/refurbishment of the existing properties, proposed to be demolished, as family homes (one of a number of preferred ways set out within Policy CS10 for delivering new residential development within the urban area) is unlikely to be delivered whilst the Coign Church pursues its priority in seeking a dedicated facility on their own site with the space and facilities to support their growing congregation and the wider community.

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37. One of the key aims of the Woking Core Strategy (2012) is to provide well designed homes that meet the needs of the community, as well as to protect the existing housing stock. This is set out in detail within Policies CS1, CS2, CS10 and CS11 of the Woking Core Strategy (2012) and Policy DM11 of the Development Management Policies DPD (2016). The proposed development would result in the loss of dwellings, which weighs against the proposal, however, for the reasons set out, it is considered that in the particular circumstances of this case the applicant has demonstrated that the proposed development would result in significant local and wider community and public benefits, and that those public benefits would outweigh the loss of dwellings.

Loss of garden land

38. Policy CS10 of the Woking Core Strategy (2012), regarding housing provision and distribution, makes it clear that the Council does not seek to resist development of residential gardens (which are classed as greenfield land) providing any proposal for such meets the requirements of the Development Plan and the NPPF (2018). However, it is also recognised that private residential gardens make an important contribution to the Borough's green infrastructure and to the character of its residential areas, as well as minimising flood risk. Policy DM10 sets out how any development of garden land should not result in harm to the character and appearance of an area and any biodiversity value of the site.
39. Parts of the application site are currently vegetated with trees, hedges and consist of private gardens, which collectively provide habitat for wildlife and benefits in terms of amenity and screening value to help visually soften views to nearby buildings. There are no significant landscape features of merit, and previous habitat surveys concluded that all plant species and habitats found within the application site were common and widespread; no rare or unusual plants or habitats were found. The development would necessitate the removal of some of the trees within the residential gardens. The trees and tree groups are considered to be in the main of low amenity value with a small number of individuals of moderate value.
40. There is therefore scope to enhance the green space and biodiversity value of the site through its redevelopment. The submitted Design and Access Statement describes how a programme of hard and soft landscaping will enhance the general appearance of the whole site. The publically appreciable soft landscape that contributes to the character of the site will be generally retained and enhanced, including the trees and hedges along boundaries with Church Street West and Oaks Road. Replacement green infrastructure is proposed to include low-level planting and new tree specimens. Block paving to the rear courtyard area will be bordered by raised and at grade planting which will supplement retained trees.
41. Policy CS17, regarding open space, green infrastructure, sport and recreation, states that *"development involving the loss of open space will not be permitted unless...the development is directly related to the enhancement of the open space"*. The development proposal would bring considerable broader improvements to the quality of the public realm in this location, as well as significant benefits through the improved community infrastructure brought about through the modernisation of the site. It is therefore considered that the proposals have sufficiently sought to address the green infrastructure requirements of the Development Plan by taking into account the constraints of this urban site.
42. Overall therefore the principle of development is considered to be acceptable, subject to the further planning considerations set out within this report.

Design and impact upon the character of the area

43. The NPPF (2018) sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development. Paragraph 127 of the NPPF (2018) sets out that planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
44. The requirements of policy CS21 of the Woking Core Strategy (2012) stipulate that development should create new buildings that are attractive with their own distinct identity, should respect and make a positive contribution to the street scene and character of the area paying due regard to scale, height, proportions, layout and materials etc.
45. Policy CS24 of the Woking Core Strategy (2012) states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives.
46. The application site is located on the western periphery of Woking Town Centre, where the character is variable, and characterised by four and five storey buildings alongside low-rise dwellings and low-rise, low-density light industrial areas.
47. The application site lies at the junction of Oaks Road to the west and Goldsworth Road to the south at its junction with Church Street West, which are main routes connecting to Woking's Town Centre. This junction is characterised by mixed uses and commercial office buildings with residential uses also prevalent. There is a mixture of architectural vernacular within the immediate area.
48. The submitted Design and Access Statement provides analysis of the application site and its immediate context. The auditorium proposal has been developed in a manner which would allow the Coign Church to continue to utilise the existing church building on site during the demolition and construction phases of the proposed auditorium and new car park area.

Demolition

49. The auditorium and car park would be located to the north of the retained, albeit extended and altered church building, and require the demolition of three semi-detached pairs of two storey buildings (Nos. 5 & 7, Nos. 13 & 15 and Nos. 17 & 19 respectively) fronting Oaks Road, together with a detached two storey building (No.9) fronting Oaks Road and a detached two storey building (No.11) which is set back into the site and does not form part of a street scene.

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50. The loss of these buildings would clearly significantly alter the appearance of this section of the eastern side of Oaks Road however the buildings proposed to be demolished are generally of limited architectural and townscape merit. The front elevation of the semi-detached pair of Nos.5-7 Oaks Road exhibits some interest and merit although is not an uncommon or unusual example of this type of building dating from the Victorian era. It is also a material consideration that the Local Planning Authority resolved to grant planning permission (subject to the prior completion of a Section 106 Legal Agreement), under reference PLAN/2014/0941, for the demolition of the same buildings (with the exception of the existing Church building) as proposed to be demolished under the current application.
51. Furthermore the development resolved to be granted planning permission under reference PLAN/2014/0941 would have predominantly resulted in a four storey building height fronting the eastern side of this section of Oaks Road. Whilst the previous resolution to grant planning permission attracts limited weight due to the fact that the Section 106 Legal Agreement was not completed and the application was 'Finally Disposed Of' by the Local Planning Authority, this resolution to grant planning permission nonetheless remains capable of forming a material consideration in the determination of the current application. The principle of demolition of the existing buildings, in terms of design and the impact upon the character of the area, is therefore considered to be acceptable.

Auditorium

52. The form, scale and character of the auditorium has been heavily influenced by the existing church building to be retained (albeit extended and altered), which forms a timber frame and masonry structure utilising prominent roof features. The auditorium has also been influenced by the gradual fall in ground level (circa 1.5m), which occurs approximately north-to-south through the application site, and the requirement to achieve flush threshold access into the auditorium from both the new car park and the southern entrance. Acoustic attenuation considerations have also informed the design; these considerations restrict the potential extent of glazing within the northern and eastern elevations in order to prevent potential noise breakout towards nearby residential properties.
53. The form of the auditorium utilises the large roof area to define its geometry and character, and introduces a single tall roof feature (proposed to be illuminated with back-lit coloured glazing) which complements a similar feature on the existing church building, aligns with the southern entrance into the auditorium and also enables the physical structure of the auditorium to project above the existing church building such that the auditorium would assert a presence within the thoroughfare street scenes of Goldsworth Road / Church Street West, notwithstanding its location to the north of the existing, retained church building.
54. The low point of the eaves of the auditorium would be largely aligned with the low-point of eaves along the rear of the existing church building, before the roof rises through the pitch towards the tall roof-feature. The indented hips of the roof would serve to reduce the perceived visual scale of the asymmetrical gable ends to both the western and eastern elevations and would create additional visual interest within the form and geometry of the building. The eaves level of the auditorium would be consistent around the building but would be higher from ground level along the northern elevation due to the sloping topography of the application site which is amounts to approximately 1.0m - 1.2m across the building footprint of the auditorium. However, in measuring approximately 4.9m from ground level, the eaves height along

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the northern elevation would be generally consistent with those of dwellings fronting Oaks Road.

55. Due to the form of the auditorium asymmetrical gables would be produced to both the western and eastern elevations. The eastern elevation would not appear prominently in views from the public realm and therefore demonstrates a reduced level of 'sawtooth' dentil course brickwork. The western elevation would front onto Oaks Road and would contain a window facing into the main auditorium space framed by 'sawtooth' brickwork to add visual interest to this elevation. Several horizontal bands of 'sawtooth' dentil course brickwork would run along the western elevation and continue into the northern elevation. The entrances into the auditorium to both the northern and southern elevations would be timber clad to clearly define these entrances and achieve a commonality of appearance with the existing church building, which is proposed to be partly re-clad in the same/a similar timber cladding material.
56. The predominate external material palette for the auditorium consists of a standing seam metal roof and a blended mixture of red (circa 75% ratio) and buff / yellow (circa 25% ratio) brick. These external materials are considered robust and well-informed by the immediate surroundings of the application site. Red brick is a common material within Woking Borough and buff / yellow brick is apparent on the nearby Locally Listed building at No.65-67 Goldsworth Road (Pizza Express/Archees). It is considered that a blended brick mixture of this nature would integrate into the character of the area whilst achieving a more contemporary appearance and adding visual interest to the building. The elevations would be articulated further through the incorporation of several dentil courses, with a 'saw-tooth' protruding brick profile, which would add further visual interest, texture and shadow to the building. Above the high-level dentil course a soldier course of brickwork would articulate the lines of the eaves/parapet. The northern roof scape would be articulated with punched-roof windows, with the apertures proposed to be painted varying colours to add visual interest to this roof slope. The seams of the metal roof are proposed to be laid so as to accentuate the geometry of the respective roof slopes and the gutters and rainwater pipes are to be integrated to achieve clean, contemporary lines.
57. Whilst the external materials are considered to be acceptable in principle given the blended mixture of red and buff / yellow brick proposed it is considered that at least two sample panels (measuring a minimum of 1.2m x 1.2m), and utilising differing brick and mortar combinations, need to be constructed on site to determine an appropriate appearance. The applicant has agreed to this provision, which can be secured via recommended condition 03.
58. A metal and timber canopy to the northern elevation would offer protection from the elements as building users pass between the existing church building and the auditorium. This feature would be located in excess of 28.0m away from Oaks Road and would therefore not appear prominently within this street scene, or from the wider public realm, being largely screened by the existing and proposed buildings. Further details of this feature can be secured via recommended condition 09 to ensure it is of an appropriate detailed design and quality of finish.
59. The auditorium would maintain the building line of the existing church building along Oaks Road and would therefore be set back from the adjacent footway by between approximately 6.5m and 2.3m due to the obliquely angled western site boundary. Lawn and replacement tree planting is indicatively shown along this frontage, which would assist in softening the appearance of the auditorium within Oaks Road. Whilst sound urban design principles indicate that an active elevation should be presented to

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the street frontage (ie. Oaks Road) in situations such as this, the proposed auditorium is considered to strike an appropriate balance between providing some activity to the Oaks Road street frontage (through the provision of the pedestrian access between the existing building and auditorium, and the glazing within this elevation) and locating the pedestrian entrances, which would generate some noise and disturbance, within the southern and northern elevations where they are less likely to disturb adjacent and nearby residential land uses.

60. Overall it is acknowledged that the auditorium would be large. Nonetheless, as a place of worship/community use building, it is considered that it would demonstrate a strong functional use and thus the scale, layout and appearance of the building is considered to be acceptable. The footprint of the building is simple although the building would be primarily articulated through the proposed facing materials which would add visual interest and quality to the overall design of the building. The use of external materials is considered to be respectful of the location of the application site and building. In addition, having regard to the position of the building on the site and the relationship formed with the existing church building, it is not considered that the auditorium would appear cramped.

Extension and alterations to existing church building

61. It is proposed to add a single storey extension projecting at an oblique angle, and measuring approximately 9.8m in maximum depth, from the south-eastern corner of the existing church building towards Church Street West. This element is proposed to accommodate office/meeting space for church staff and the church leader. The scale of the extension has been influenced by the existing flat-roof height so as to integrate this element into the existing church building.
62. It is also proposed to over-clad parts of the red brick elevations of the existing flat roofed single storey element of the church with timber cladding to match that proposed to externally face the proposed extension. The proposal seeks to integrate the existing church building and the proposed extension with similar cladding materials in order to create a consistent appearance.
63. The main entrance into the existing church building has something of an aging appearance and it is considered that the proposed over-cladding of elements of the red-brick elevations with timber cladding would result in a more contemporary aesthetic which would serve to 'lift' the appearance of the existing church building. Having regard to the prominence and extent of timber cladding proposed it is considered necessary to secure an on-site sample panel for approval, which can be secured via recommended condition 04.
64. The extension is considered to achieve a sufficiently subordinate appearance to the existing church building due to its single storey scale. The flat roofed form would integrate into the existing form of the single storey element. Although relatively large in footprint the oblique angle, and level of projection, of the extension is considered to respond effectively to the existing building footprint and to 'frame' the main entrance to the existing church building, which will serve to link through to the new auditorium to the north via the proposed canopy between the two buildings and the enlarged entrance lobby. Notwithstanding the level of projection the extension would remain set back from the site boundary with Church Street West by approximately 14.0m, and set back from the south-western section of the existing building, such that it would not appear overbearing, incongruous or unduly prominent within the street scene.

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65. Existing doors and window frames within the church building are proposed to be replaced with aluminium frames/doors, coloured dark grey to match those proposed within the auditorium. The existing cedar shingle pitched roofs are also proposed to be replaced with a standing seam metal roof system, coloured mid-grey, again reflective of the roofing material proposed for the auditorium. These alterations would achieve a contemporary refresh to the appearance of the existing building without significantly altering its intrinsic character due to the fact that these alterations would leave the form and scale of the existing building relatively intact. The commonality of some of the external materials between the extended and altered existing church building and the new auditorium would enhance the two buildings, ensuring that they appear with a commonality of purpose and function and as something of a 'campus' within the immediate area. Furthermore the glazed entrance doors will facilitate views through the enlarged entrance lobby to the new auditorium beyond, which will further assert the presence of the new auditorium within the Goldsworth Road / Church Street West street scenes.

Landscaping

66. A detailed scheme of hard and soft landscaping has been submitted as part of the application. Pedestrian access would be provided between the existing church building and the new auditorium within the approximate location of the existing vehicular crossover with Oaks Road (to be stopped-up), which would lead to an external courtyard containing outdoor seating. Concrete/stone raised planters are proposed to these areas; the at grade surface of which is proposed to be finished in block paving. The area in front of the existing church entrance from Church Street West is also proposed to be surfaced in block paving with the prominent Liquidambar tree to be retained.
67. The group of predominantly Birch and Beech trees located on the corner of Oaks Road is to be retained and a 0.6m high treated timber knee rail to wrap around this corner of the site, and along the Oaks Road frontage, set in approximately 1.0m from the application site boundary with the adjacent pedestrian footways. Behind this timber knee rail 1.8m high metal-rail fencing is proposed in order to enclose the garden space to the south-west of the existing church building to accommodate secure children's work/play. This metal-rail fencing would be set away between approximately 4.0m and 4.5m from the application site boundary and the applicant proposes to provide new shrubs/planting between these two means of enclosure to soften the appearance of the metal-rail fencing. It should be noted that the proposed 0.6m high treated timber knee rail would constitute 'permitted development' in any case.
68. Large format gates are proposed to secure the pedestrian access (from Oaks Road) and car park access outside hours when the church is open. Indicative details submitted show the design of the pedestrian entrance gate to match the 1.8m high metal-rail fencing, and therefore to be visually permeable.
69. The external plant services area has been located to the north-east of the auditorium where it would result in the least visual impact, being largely screened from public vantage points from outside of the application site, and is proposed to be enclosed by a combination of brick wall and acoustic fencing.
70. The car parking area is proposed in permeable block paved parking spaces. It is acknowledged that the car park would result in a gap within the Oaks Road street scene however it is noted that a car park, and a vehicular access leading off to the

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west, are apparent on the western side of Oaks Road within close proximity to the proposed car park. Given this factor it is not considered that the gap within the Oaks Road street scene resulting from the car park would appear unduly incongruous in this context. The proposal will also significantly alter the existing appearance of part of the Oaks Road street scene, and alter the outwardly residential appearance of the area currently occupied by properties fronting Oaks Road proposed to be demolished. Indicative details submitted show the intended provision of lawn and/or low level shrub planting, and to include replacement tree planting, in the area between the car park and the pedestrian footway along Oaks Road. This planting will assist in softening the appearance of the car park within Oaks Road and further details can be secured via recommended condition 06.

71. Whilst indicative details are included within the application it is considered that finalised details of soft planting should be secured via recommended condition 06 and finalised details of the hard surfacing and raised planter materials should be secured via recommended condition 05 in order to protect the character and appearance of the area. Whilst the heights of the various means of enclosure are clearly annotated within the submission, and indicative details of the preferred style of metal-rail fencing have been provided, it is considered that 1:100 or 1:50 scale elevations, and finish (including colour) of these means of enclosure, should be secured via recommended condition 07.
72. Overall in design and character terms the proposed development is considered to be acceptable, subject to recommended conditions requiring the approval of external materials and details of hard and soft landscaping, means of enclosure and further details of the proposed canopy. The proposal would therefore comply with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the relevant provisions relating to design within the NPPF (2018).

Impact upon neighbouring amenity

73. 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 loss of outlook. More detailed guidance in terms of assessing neighbouring amenity impacts is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

Church Gate, Nos.9-11 Church Street West

74. Church Gate is a currently vacant office building located to the east/south-east which benefits from prior approval (Ref: PLAN/2016/0438) for change of use from office-to-residential to provide x32 dwellings, as well as extant planning permission (Ref: PLAN/2016/0478) for external alterations. There is also a planning application (Ref: PLAN/2018/0741), currently pending consideration, for the construction of a two storey extension across the building to form x10 dwellings and a roof terrace. Having regard to the comparative heights of the proposal at the Coign Church and the application currently pending consideration (Ref: PLAN/2018/0741) at Church Gate it is not considered that either of these two proposals would result in any material impacts upon the other.
75. Similarly, having regard to the siting of the auditorium in comparison to the Church Gate building, and that the new auditorium would be positioned approximately 9.3m away from the common boundary and opposite the less sensitive car parking area

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serving Church Gate, it is not considered that any material impacts (with the exception of noise implications, which will be addressed later within this report) will occur to Church Gate as a result of the auditorium.

76. The extant planning permission at Church Gate (Ref: PLAN/2016/0478) did not include the insertion/alteration of any ground floor level openings within the elevations adjacent to the Coign Church site. There are existing (lawful) windows within the Church Gate rear elevation and side (return) elevation which are potentially impacted by the proposed church extension. The church extension would be sited approximately 6.5m from the closest point of the x3 directly facing side (return) Church Gate windows, and approximately 4.5m from the rear facing window. Taking account of the approximate 3.0m maximum height of the proposed extension, combined with these retained separation distances, it is not considered that a significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook, would occur to these Church Gate windows.
77. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out tests for potential loss of daylight. In terms of the closest window within the Church Gate rear elevation significant loss of daylight would occur if the centre of the window lies within a zone measured at 45° in both plan and elevation of the proposed extension. In terms of the x3 directly facing windows within the Church Gate side (return) elevation suitable daylight to the windows will be retained where an unobstructed vertical angle of 25° can be drawn from the middle of the existing window opening. The proposed extension passes both of these 25° and 45° tests and therefore no significant loss of daylight is considered to occur to the closest ground floor level windows within Church Gate. Whilst several full-height windows/doors would be inserted into the church extension elevation facing towards Church Gate taking account of the combined considerations of the retained separation distances, ground floor level of these openings and oblique relationship with Church Gate, it is not considered that a significantly harmful loss of privacy would occur to these windows within Church Gate.
78. The proposed alterations to the external materials of the existing church building would not increase the scale or form of the existing building materially and are therefore not considered to give rise to material impact upon Church Gate. Overall the impact of the proposal upon adjacent Church Gate is considered to be acceptable.

No.21 Oaks Road

79. No.21 Oaks Road is the immediately adjacent dwelling to the north and forms one half of a two storey semi-detached pair. The car park would intervene between the auditorium and the common boundary with No.21 and would therefore be located between approximately 17.0m and 18.4m from the common boundary (due to the limited additional projection of the northern entrance lobby) with No.21, terminating in a predominant eaves height measuring approximately 5.0m along this facing northern elevation. The predominant maximum roof height would measure approximately 10.2m although the tall roof feature would reach a maximum height measuring approximately 13.3m to part of the roof slope. These differing maximum heights would be reached at retained separation distances to the common boundary with No.21 measuring in excess of 27.0m and 33.0m respectively. Whilst it is acknowledged that the auditorium, and the roof covering in particular, would be readily apparent from No.21 Oaks Road the retained levels of separation, combined with the respective eaves and maximum heights, and the pitched nature of the northern roof slope, are such that no significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook, is considered to occur to No.21 Oaks Road.

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80. In terms of potential daylight impact the auditorium passes both the 25° and 45° tests set out within SPD Outlook, Amenity, Privacy and Daylight (2008) and therefore no significant loss of daylight is considered to occur to No.21 Oaks Road. It is acknowledged that the auditorium is located predominantly south of No.21 however, having regard to the scale, form and siting of the auditorium in relation to the dwelling and rear garden amenity space of No.21, it is not considered that significant loss of sunlight or overshadowing would occur to No.21 Oaks Road.
81. The northern elevation of the auditorium would contain only an entrance (leading through a lobby to prevent noise breakout) and an acoustically sealed solid fire exit door. These ground floor level openings are not considered to give rise to harmful overlooking or loss of privacy to No.21, particularly taking into account the separation distance from the common boundary and 1.8m high common boundary fencing proposed. Whilst the majority of the punched-roof windows within the northern roof slope would be located above the void over the auditorium space below, and would therefore not facilitate potential outlook, x3 punched-roof windows would be located above the first floor level mezzanine space. A detailed section has been submitted demonstrating that the sill height of these x3 punched-roof windows would be approximately 2.9m above the finished first floor mezzanine level. No outlook would therefore be facilitated towards No.21 Oaks Road.
82. The proposed church extension would be screened from No.21 Oaks Road by both the auditorium and the existing church building; therefore no material impacts would arise to No.21 from this element of the proposal. Overall the impact of the proposal upon adjacent No.21 Oaks Road is considered to be acceptable. Taking into account that the impact upon No.21 Oaks Road is considered to be acceptable, the impact upon the adjoined (more northerly) half of the semi-detached pair, No.23 Oaks Road, is also considered to be acceptable.

Nos.34-37 Vale Farm Road

83. Nos.34-37 Vale Farm Road forms a two storey block of x4 maisonettes to the north-west, which benefit from external amenity space to the rear. The side (west-facing) elevation of the block contains only a doorway, which is shown on the approved plans for this development to lead into a small hallway (serving the ground floor maisonette), forming a non-habitable space. The first floor level maisonettes are accessed via separate doorways within the front elevation. Due to the slightly tapering nature of the common boundary with Nos.34-37 Vale Farm Road the auditorium would be sited between approximately 10.9m and 10.1m away from the common boundary. The external plant area would be located between approximately 4.6m and 4.1m from the common boundary although is proposed to be enclosed with a combination of brick wall and acoustic fencing (further details of which are to be secured via recommended conditions).
84. The auditorium elevation facing towards the common boundary with Nos.34-37 would largely consist of an asymmetrical gable, which would vary in eaves heights between approximately 4.9m and 4.5m, and reach a maximum height measuring approximately 9.6m. The indented hipped metal standing seam elements of roof would pitch away from the common boundary with Nos.34-37. Whilst it is acknowledged that the maximum gable height of approximately 9.6m would not be insignificant a separation gap measuring approximately 10.4m would be retained between this element of the auditorium and the common boundary with Nos.34-37 at this point. This retained level of separation would remain greater than the maximum height of the asymmetrical

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gable and therefore the auditorium elevation is not considered to result in a significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook, to Nos.34-37 Vale Farm Road, including to the external amenity space to the rear.

85. The tall roof feature would project to a maximum height measuring approximately 13.3m however would occur largely beyond the terminus of the rear garden area serving Nos.34-37 Vale Farm Road, and largely opposite the less sensitive car parking area serving Church Gate. In addition this tall roof feature would occur in excess of 16.0m away from the common boundary with Nos.34-37, such that it is not considered to result in a significantly harmful impact, by reason of potential overbearing effect, due to bulk, proximity or loss of outlook.
86. In terms of potential daylight impact the auditorium passes the 45° test set out within SPD Outlook, Amenity, Privacy and Daylight (2008), and therefore no significant loss of daylight is considered to occur to openings within the south-eastern (rear) elevation of Nos.34-37. It is acknowledged that the auditorium is located predominantly west of Nos.34-37 however, having regard to the scale, form and siting of the auditorium in relation to the building and garden amenity space of Nos.34-37, it is not considered that significant loss of sunlight or overshadowing would occur to Nos.34-37 Vale Farm Road.
87. No auditorium openings would face towards the common boundary with Nos.34-37 and therefore no loss of privacy or overlooking would occur to Nos.34-37 Vale Farm Road. The proposed church extension would be largely screened from Nos.34-37 Vale Farm Road by both the auditorium and the existing church building; therefore no material impacts would arise to Nos.34-37 from this element of the proposal. Overall the impact of the proposal upon adjacent Nos.34-37 Vale Farm Road is considered to be acceptable. Taking into account that the impact upon Nos.34-37 Vale Farm Road is considered to be acceptable, the impact upon the (more easterly) terraced block of Nos.28-33 Vale Farm Road, is also considered to be acceptable.

Flats above Pizza Express (Nos.65-67 Goldsworth Road), Archees (Nos. 69-71 Goldsworth Road) and at Nos.73-75 Goldsworth Road

88. On the opposing (western) side of Oaks Road there is a parking and 'back of house' area, which appears to serve Pizza Express (at Nos.65-67 Goldsworth Road), Archees (at Nos. 69-71 Goldsworth Road) and the x4 flats at first and second floor levels above Pizza Express and Archees. There are first floor level patio areas serving the x4 flats to the rear of Pizza Express and Archees. Further west from the application site, beyond the car parking area to the rear of Pizza Express and Archees, there are x6 flats located at ground and first floor levels above and to the north (rear) of the ground floor retail units (Woking Yamaha) at Nos.73-75 Goldsworth Road (Ref: PLAN/2015/1389).
89. The auditorium would be located approximately 18.0m away from the first floor level flats above Pizza Express and Archees at its closest point and would demonstrate an obliquely angled relationship with these residential units. With regard to the x6 flats within Nos.73-75 Goldsworth Road the auditorium would be located approximately 20.0m from the most northerly element of these buildings at its closest point and approximately 34.0m from the north-easterly elevation (which faces into the courtyard of this development) containing the largest number of residential windows within Nos.73-75.

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90. Having regard to these cumulative factors, including the respective retained levels of separation, the approximate 9.7m maximum height of the asymmetrical gable presented to Oaks Road, the 'across the street' relationship, and the location of the tall roof feature set away from the Oaks Road frontage, it is not considered that any significantly harmful impact, by reason of potential loss of privacy, daylight or sunlight, or overbearing effect due to bulk, proximity or loss of outlook, would occur to the x4 flats at first and second floor levels above Pizza Express and Archees, or to the x6 flats at ground and first floor levels within Nos.73-75 Goldsworth Road.

Nos.2-4 and Nos.6-8 Oaks Road

91. Nos.2-4 and Nos.6-8 Oaks Road are two storey semi-detached dwelling pairs located on the opposite (western) side of Oaks Road, located north of the vehicular access leading west from Oaks Road. The car park would be constructed largely opposite these dwellings and is not considered to give rise to potentially harmful impact, by reason of potential loss of privacy, daylight or sunlight, or overbearing effect, due to its surface level nature (noise will be considered later within this report). Whilst the auditorium would be readily appreciable from these dwellings, particularly from No.2 Oaks Road, a separation distance measuring approximately 16.0m would be retained between the auditorium and No.2 Oaks Road at its closest point. At this closest point the auditorium eaves height would measure approximately 5.0m, with the northern roof covering pitching away from these dwellings, and the asymmetrical gable presented to Oaks Road rising in height opposite the less sensitive vehicular access (leading west from Oaks Road) and parking area located to the rear of Pizza Express and Archees.

Noise:

92. The NPPF (2018) states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. Policy CS21 also requires new development to be designed to avoid significant harm to the environment and general amenity resulting from, inter alia, noise or vibrations. Policy DM7 of the Development Management Policies DPD (2016) requires noise generating forms of development, or proposals with potential to 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.
93. National Planning Practice Guidance includes a section on noise, which states:
- *Local planning authorities' plan-making and decision taking should take account of the acoustic environment and in doing so consider:*
 - *whether or not a significant adverse effect is occurring or likely to occur;*
 - *whether or not an adverse effect is occurring or likely to occur; and*
 - *whether or not a good standard of amenity can be achieved*
94. The applicant has submitted a noise impact assessment with the application, which provides details of the planning noise assessment undertaken for the site, including noise breakout from the new auditorium during worship activity, noise from mechanical services plant and the potential effects associated with noise from the relocated car park.
95. In terms of hours of use of the auditorium the applicant has requested hours of 0800 - 2330 on weekdays/weekends/public holidays inclusive within the submitted

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application form. The submitted noise impact assessment has been prepared on this basis.

96. Whilst no hours of use have been separately proposed for the external courtyard area, which would provide seating, it is considered necessary to specify reduced hours of use of this area, due to its external nature, to the below in order to protect the residential and general amenity of the area:
 - Mondays to Fridays (inclusive): 0800 - 2100
 - Saturdays, Sundays and Bank/Public Holidays (inclusive): 0830 - 2100
97. The applicant has advised that the new auditorium is expected to hold the following significant gatherings which have the potential to generate high levels of internal noise/activity:
 - Sunday service: 0900 - 1030
 - Sunday service : 1100 - 1230
 - Band practice (Thursday evenings): assumed to be between 1900 - 2300
98. No significant noise generating activity should occur beyond 2300 on any given day. However low noise generating activities may occur within the auditorium beyond this time (until 2330 at the latest) such as meetings. Other activities may occur within the auditorium beyond those outlined above however these activities are expected to be less significant in terms of potential noise generation.
99. An unattended noise survey was undertaken at the site for a period of x13 days (at four locations around the site) to establish representative noise levels at the nearest noise sensitive receptors. An attended noise survey was undertaken during a Sunday service at the HG Wells Conference Centre to establish typical noise levels generated.
100. It is proposed to prevent potential noise breakout from the auditorium through an enhanced glazing system and roof structure, in order to achieve the required sound insulation performance. Furthermore the auditorium is proposed to be fully mechanically ventilated and therefore closed windows (during any significant noise generating events such as Sunday services) would not present an issue in terms of ventilation requirements. Main access doors to the auditorium on the northern and southern elevations are arranged in a lobbied configuration and the proposed fire exit door within the northern elevation will be specially installed in order to achieve a high level of acoustic attenuation performance.
101. The submitted noise impact assessment concludes that, with the measures set out fully implemented, it will be possible to ensure that the breakout noise level from the new auditorium during events with the potential to generate high levels of internal noise/activity (ie. Sunday services/ band practice) would be below the representative noise level at each of the nearby noise sensitive receptors.
102. The scheme of fixed mechanical services plant for the auditorium is yet to be finalised (subject to detailed design following planning permission, if granted) although a suitable area external to the new auditorium for its provision has been confirmed and shown to be enclosed by a combination of brick wall and acoustic fencing. In order to control the emission of noise from fixed mechanical services plant noise limits at a level of 5dB below the representative noise level at the nearest noise sensitive receptors (to the proposed plant) have been set during appropriate time periods by the submitted noise impact assessment, in consultation with the Environmental Health service.

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103. The impact of noise arising from the proposed car park would be inherently limited by the fact that the car park is to provide x22 parking spaces. Vehicle flows in and out of the car park over the course of the two expected Sunday services have been used as a basis for the noise impact assessment. The worst case during a given hour is for the car park to either fill or empty in its entirety. It has been assumed therefore that this worse case may also apply to other auditorium uses (ie. band practice during a midweek evening). Therefore, from 2000 to 2300 on a typical midweek evening, it has been pessimistically assumed that the car park could totally fill and empty each hour. People making significant noise whilst entering or exiting the church on foot can be controlled through a church management plan, which could include installing signs on the doors people would exit through reminding people that the site is located in a residential area and to leave quietly, particularly during noise-sensitive hours, (ie. following evening meetings/band practice etc) and requesting people not to leave car engines running or play music loudly on car stereo systems when in the car park. The church operators should also remind people of the requirement to be quiet if they are making too much noise when leaving, particularly during noise-sensitive hours.
104. The submitted noise impact assessment concludes that, taking into account the absolute noise level, change in noise level and context of the noise source, it is expected that the impact of the relocation of the car park would be considered 'minor' and that, whilst the effect of the relocation of the car park could be potentially considered 'moderate' when taking account of the assessment criteria for ambient noise levels, the filling or emptying of the car park is only expected to last approximately 30 minutes of any given assessed hour. It is also material that events associated with the filling and emptying of the car park are only expected to take place a small number of times per week and for the majority of the time the car park would be subject to reduced levels of vehicular movement in comparison to these more significant events.
105. In addition to this the existing noise climate within the area is dominated by road traffic and therefore the noise associated with the operation of the relocated car park is considered to remain in context with the prevailing noise climate. Furthermore on weekday evenings it is more likely that the relocated car park would typically not completely fill and empty each hour as a band practice, or similar activities, will likely attract fewer vehicles which would arrive at the beginning of the evening and leave at the end.
106. The Environmental Health Service has considered the submitted noise impact assessment, concur with the conclusions and recommendations set out within it and raise no objection subject to recommended conditions. Overall, taking into account the submitted noise impact assessment and the proposed noise mitigation measures, and subject to recommended conditions, it is considered that noise from, and relating to, the new auditorium can be controlled in order that the potential impact of any effects on nearby noise sensitive receptors will be 'minor'. This would comply with Policy DM7 of the Development Management Policies DPD (2016), Policy CS21 of the Woking Core Strategy (2012), the provisions of the NPPF (2018) and National Planning Practice Guidance (PPG).
107. Conditions are recommended to secure details of fixed mechanical services plant (including noise/vibration reduction measures) prior to installation (condition 20 refers), to secure verification that the sound reductions, as set out by the submitted noise impact assessment, are achieved in the installed roof construction, glazing construction and plant prior to first use (condition 19 refers), to secure the submission of a management plan for noise arising from persons and cars (condition 29 refers),

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and to control hours of use of the new auditorium and external courtyard, which would provide seating (conditions 26 and 27 refer).

Parking, highways implications and alternative modes of travel

108. The NPPF (2018) promotes sustainable transport. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe. Policy CS18 of the Woking Core Strategy (2012) aims to locate most new development within the main urban areas, served by a range of sustainable transport modes, such as public transport, walking and cycling.

Alterations to vehicular access/egress and on-street parking on Oaks Road

109. Existing vehicular access to the application site is currently provided by way of x2 formalised bell-mouth accesses, one of which is served from the Church Street West / Goldsworth Road roundabout and the other of which is served from Oaks Road. Both accesses operate as points of access and egress, although the roundabout access provides suitable width for only one-way flow in either direction at any one time. An additional vehicle access is also provided onto the application site by way of a dropped kerb serving a driveway at No.19 Oaks Road.
110. The x2 existing vehicular accesses would be closed as part of the proposals, albeit the existing access from the northern side of the Goldsworth Road / Church Street West mini-roundabout would continue to be used infrequently for emergency access, deliveries and events such as weddings and funerals, controlled by way of collapsible bollards. A swept path analysis of this retained occasional access has been submitted demonstrating that a large delivery vehicle would be able to access and egress from the Goldsworth Road / Church Street West mini-roundabout, manoeuvre and turn within the application site (notwithstanding the church extension proposed) so that it could access and egress the application site in a forward gear.
111. The main vehicular access to the application site would be provided from the eastern side of Oaks Road via a new point of access in the current location of properties Nos.17-19 Oaks Road (to be demolished). The access would serve a proposed new on-site car park with a total of x22 independently accessible spaces, including x2 disabled spaces. A swept path analysis of these parking spaces has been submitted within the Transport Assessment and demonstrates that these spaces can be accessed and egressed efficiently.
112. The creation of the new access on Oaks Road will require an amendment to the Traffic Regulation Order (TRO), given that the access will be provided through the location of an existing on-street parking bay on the eastern side of Oaks Road. The closure of the existing access on Oaks Road will, however, enable the re-provision of this section of parking bay post-development. As part of the TRO process, an additional circa 10 metre section of on-street parking bay is proposed to be provided on Oaks Road, which will create space for x2 extra cars to park for local residents with parking permits.
113. The existing on-street parking layout on Oaks Road has been submitted and demonstrates existing capacity for x9 cars within the marked parking bays, based on a standard 5 metre vehicle length. The proposed on-street parking layout on Oaks Road has also been submitted and demonstrates a proposed capacity for x11 cars to park within marked parking bays post-development. In total therefore, the proposals would

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deliver an increase of x2 marked parking spaces on Oaks Road post-development, for use by local residents.

114. It is also a material consideration that the existing residential properties on the application site (to be demolished) exert an existing parking demand and that only x1 of these properties (No.19 Oaks Road) benefits from off-street parking. As such the proposals would remove the on-street parking demands associated with these properties, which is likely to amount to a reduction of x7 spaces based on 2011 Local Census data.

Parking

115. The existing church is currently used for various community and church activities throughout the week, as well as for occasional events such as weddings. The application site was previously used for the main Sunday services, accommodating a congregation size of up to x450 people. However, due to the growth of the Coign Church community and subsequent capacity constraints at the application site, the main Sunday services are currently held (and have been since 2008) at the HG Wells Conference Centre in Woking. Sunday services take place at 0900 hours and 1100 hours, with each service lasting approximately 1.5 hours. The applicant states that there are currently in the order of x300 - x350 attendees at each of the Sunday services and some x800 members of the church community in total.
116. The redeveloped site will provide improved facilities for existing church activities and community groups throughout the week and will also enable the main Sunday services to be re-located back to the application site from the HG Wells Conference Centre. The redeveloped site will enable an increase in capacity to x875 persons at any one time, including x675 adults and x200 children across both the auditorium and existing church building. The main church services will occur on Sundays at 0900 hours and 1100 hours, as existing, and these services would represent the peak period of activity at the application site.
117. A total of x22 marked car parking spaces would be provided on-site, including x2 disabled bays, accessed by way of a relocated vehicular access from Oaks Road. The proposals would also be capable of delivering, subject to separate Traffic Regulation Order consent from the County Highway Authority, a post-development net increase in the number of on-street parking bays along Oaks Road due to the relocation of the vehicular access and the opportunity to revise the on-street Oaks Road parking layout.
118. It is a material consideration, albeit of limited weight as previously set out, that in 2015 the Local Planning Authority resolved to grant planning permission (Ref: PLAN/2014/0941), subject to the completion of a Section 106 Legal Agreement, for a mixed-use development comprising a new class D1 community building (including an auditorium for x850 persons) and x85 private residential dwellings (class C3). That scheme included an x82 space car park, including x41 spaces for the redeveloped Coign Church facility and x32 spaces for the x85 residential dwelling on a permit basis (0.37 spaces per dwelling). The associated access / egress from the car park proposed as part of that scheme was also via Oaks Road, commensurate with the current application. It is significant therefore that the current application represents a lower quantum of development than has previously been accepted by the Local Planning Authority in terms of highways implications.

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119. Policy CS18 sets out the general approach to car parking standards. SPD Parking Standards (2018) was updated and recently adopted during April 2018. In recognising that urban centres have high accessibility, and to promote a shift in behaviour towards other, more sustainable, transport modes, it implements maximum car parking standards for non-residential development, including consideration of zero parking within Woking Town Centre (within which the Coign Church site is predominantly located or on the immediate fringe of). The SPD standard for places of worship is 1 car space per 10 seats or individual assessment / justification. The SPD states that a 50% reduction to Part D Use Classes applies within Woking Town Centre. Therefore the maximum parking standard is reduced to 0.5 spaces per 10 seats. Adequate accessible parking should also be provided to meet the needs of people with disabilities. Cycle spaces for places of worship are individually assessed. The proposal would accommodate x875 persons at any one time, including x675 adults and x200 children. A maximum of x34 car on-site parking spaces could therefore be provided (based on x675 seats). The proposal accords with this maximum provision by providing x22 parking spaces (including x2 disabled spaces).
120. The application site is situated within a Controlled Parking Zone (CPZ) - Area 3. Goldsworth Road and Poole Road (located to the south of the site) accommodate a range of voucher parking / permit holder / pay and display parking spaces, enforceable between 0830 and 1800 hours Mondays to Saturdays. Oaks Road and Vale Farm Road accommodate permit holder only bays, also enforceable between the hours of 0830 and 1800 Mondays to Saturdays. There are no restrictions to loading activity on Oaks Road or on Goldsworth Road, however Church Street West is subject to loading restrictions between 0830 and 0930 hours and 1630 and 1800 hours, Mondays to Fridays.
121. Woking Town Centre has several public car parks, all of which are operational on Sundays, and which currently provide circa x3,800 parking spaces. The use of these car parks to accommodate the future, and existing, parking demands from the application site fully accords with Policy CS18 and SPD Parking Standards (2018). Given that this is an entirely non-residential proposal, SPD Parking Standards (2018) suggests that an entirely car free scheme (ie. no on-site car parking provision) would potentially be justifiable through the use of these existing public car parks within Woking Town Centre.
122. The HG Wells Conference Centre has no dedicated on-site car park and as such the vast majority of those attending the Sunday services associated with the Coign Church currently park within Woking Town Centre public car parks. The travel survey undertaken included questions relating to where those persons currently park when attending the Sunday services at the HG Wells Conference Centre, and demonstrate that the vast majority (93%) of those driving to Sunday services at the HG Wells Conference Centre park within Woking Town Centre public car parks, predominantly the Victoria Way Car Park. It is also noted that church goers are provided with free-of-charge parking, in order to attend Sunday services, by Woking Borough Council within the Victoria Way and Brewery Road car parks within Woking Town Centre. Members of the church obtain a ticket when they park within these locations and then get the ticket validated by the church before leaving at the end of their service. Whilst this isn't a 'sustainable transport' measure the church does generate a large number of car trips, which all require parking, and many of these trips are classified as multi-occupancy vehicle trips.
123. The travel survey undertaken also asked the congregation where they would park if Sunday morning services were to be relocated back to the application site from the

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HG Wells Conference Centre. Applying these responses to the projected future number of car drivers (x321 cars / x875 persons), and excluding the effect of the proposed Travel Plan measures, the responses indicate that x131 of the projected x321 cars will still be projected to park within public car parks within Woking Town Centre without any requirement for further information or encouragement.

124. The results show that some 60% of car drivers (equivalent of x192 cars post-development) are currently unsure of where they would park, or are considering parking elsewhere (in relation to where they currently park to attend the HG Wells Conference Centre), following the relocation of Sunday services back to the application site. In order to mitigate this the applicant has proposed, in the circa 6 months build-up to relocation of Sunday services back to the application site, to undertake extensive communication amongst the church community to raise awareness of the location and walking routes between the various public Woking Town Centre car parks and the application site, and their duties as a good neighbour and member of the community. These proposed measures are to include the provision of maps, leaflets, emails and signage as necessary to ensure that this is fully communicated to all church members and would be incorporated and continually monitored as part of the proposed Travel Plan.
125. The Shoppers (Red) car park is located within 350 metres of the application site by foot (an average 5-minute walk) and has existing capacity for circa x851 cars. The other Shoppers car parks (Blue and Yellow) are also situated a short walk from the application site (circa 5-minute walk) and together provide an additional existing circa x1,425 car parking spaces. As such there is an existing total of circa x2,250 car parking spaces located within public car parks within a 5-minute walk of the application site. All of the various public car parks identified by the submitted Transport Assessment are located within a circa 10-minute walk of the application site, including the Victoria Way car park where the majority of the church congregation currently park in any event when attending HG Wells Conference Centre.
126. The Sunday morning (0900 and 1100) services occur at times when the background residual parking demands within Woking Town Centre are at a very low level. Many of the public car parks are heavily used for parking amongst those working within Woking Town Centre during the week and as such these associated demands are removed at weekends. Furthermore, the peak shopping and theatre day within Woking Town Centre is Saturdays, with a reduced level of parking demand on Sundays, particularly during Sunday mornings. As such the use of the public car parks to accommodate future parking demands during the Sunday morning services is complementary to the times of existing parking demands within Woking Town Centre and therefore represents an efficient use of these existing parking spaces, in accordance with Policy CS18, SPD Parking Standards (2018) and the NPPF (2018).
127. In order to establish existing demands within these Woking Town Centre car parks on a Sunday morning, snapshot parking demand surveys were undertaken by Modal Data (an independent survey company instructed by the applicant's transport consultant) at hourly intervals on Sunday 4th March 2018 (between 0800 and 1300 hours) through use of the Woking Borough Council 'live parking' online application. The results are included within the submitted Transport Assessment and demonstrate that x2,750 spaces are available across the car parks in the hour period prior to the 0900 Sunday service and that x2,486 spaces are available across the car parks within the hour period prior to the 1100 Sunday service. This excludes any allowance for the Brewery Road and Heathside car parks (also within a 10-minute walking distance of the application site), for which data is not available. The period of peak parking

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demand at anytime was at 1300 hours, however even at this time there were still x1,300 spaces available. It is also of note that the Shoppers car parks alone had x1,997 spaces available prior to the 0900 Sunday service and x1,910 spaces available prior to the 01100 Sunday service. On this basis it is apparent that there is significant capacity available within the Woking Town Centre public car parks to easily accommodate any additional parking demands associated with these proposals.

128. In addition to the Woking Town Centre public car park surveys, Modal Data Ltd was also instructed (by the applicant's transport consultant) to undertake on-street parking beat surveys within 200 metres of the application site to establish existing capacity / demand on-street at hourly intervals between 0800 and 1300 hours on Sunday 4th March 2018. The results within the submitted Transport Assessment show a high level of parking stress on the local road network, particularly on Goldsworth Road, Oaks Road and Vale Farm Road, which appears to relate to overnight parking amongst existing local residents as it is identified as occurring from the 0800 beat count onwards. As such, it is apparent that prior to commencement of the 0900 hours Sunday service at the application site, there would be insufficient on-street parking capacity to accommodate the cars of church attendees in any event, with the available on-street capacity already having been taken by local residents. The parking restrictions are 0830 and 1800 Monday to Saturday for local permit holders only, with residents parking in these spaces on Saturday evening and remaining parked overnight.
129. The approach of the submitted Travel Plan is to reduce reliance upon the private car, and particularly single occupancy private car trips, through two objectives; (i) to increase the take up of sustainable travel to and from the application site and promotion of healthy lifestyles and (ii) provision of on-site infrastructure to facilitate take up of sustainable travel. The site specific targets of the submitted Travel Plan are (i) to decrease the proportion of journeys made by single occupancy car from 14% to 12% in year 3 and 11% in year 5 (ii) to increase the average car occupancy rate from 2.36 to 2.6 people per vehicle by the end of year 5 and (iii) to increase the proportion of people walking and cycling by 3% by the end of year 3 and 5% by the end of year 5.
130. The most significant measure to actively encourage sustainable travel to and from the application site is a communication plan, which would be implemented circa 6 months prior to the church's relocation of Sunday services back to the application site, and implemented as part of the church's duty as a good neighbour and member of the community. This would take the form of extensive communication amongst the church community to raise awareness of the location of sustainable transport options, as well as walking routes between the various Woking Town Centre public car parks and the application site, and include the provision of maps, leaflets, emails and signage.
131. In terms of the provision of on-site infrastructure to facilitate sustainable travel the submitted Travel Plan sets out that this would include car park management measures, covered and secure cycle parking, cycle puncture repair kit, pump and geared cycle maintenance equipment being made available on-site, an on-site shower area for cyclists (likely within the disabled toilets), a travel poster and a travel information point.
132. Policy CS22 of the Woking Core Strategy (2012) encourages the provision of electric vehicle charging points, details of which are set out within SPD Climate Change (2014). As the on-site parking spaces are intended for church employees / visitors, it is considered that x1 active charging point and x2 passive charging points should be

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provided on-site. The provision of electric vehicle charging points can be secured via recommended condition 18.

133. The County Highway Authority (Surrey County Council) has considered the submitted Transport Assessment and Travel Plan and raise no objection subject to recommended conditions. Overall, for the reasons discussed, it is considered that the quantum of on-site parking proposed is acceptable, taking into account the objectives of the NPPF (2018) and Woking Core Strategy (2012) to influence a shift in behaviour towards other, more sustainable, transport modes, the highly accessible Woking Town Centre location, the abundance of opportunities to use nearby public and other modes of transport, and the measures to encourage sustainable travel as set out within the submitted Travel Plan (as required by Policy CS18), and would not give rise to unacceptable highway safety or general amenity issues.

Alternative modes of travel

Walking and cycling

134. It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The local highway network is subject to a network of good quality footways and pedestrian crossing facilities, which connect to the centre of Woking and various car parks and public transport connections. A zebra crossing is provided at the application site frontage across Goldsworth Road, while a pedestrian wayfinding post is also provided on Goldsworth Road opposite the site frontage. The wider pedestrian and cycle infrastructure within Woking Town Centre is currently undergoing significant public realm improvements.
135. There are a range of cycle routes within the vicinity of the application site, including the Surrey Cycleway, which is accessible from the centre of Woking and continues through Ripley and Clandon to the south and Horsell and Egham to the north. National Cycle Road 221 is accessible via Victoria Way and operates along the Basingstoke Canal as a traffic-free route between Brookwood and West Byfleet. A range of additional interconnecting local cycle routes are available within Woking, namely the 'Planet Trails'. In particular, the 'Pluto' cycle trail operates along Goldsworth Road / Poole Road close to the application site as a formal cycle route between the centre of Woking and Knaphill / Wych Hill and incorporates a range of on-carriageway and off-carriageway sections.
136. No cycle parking standards are specified within SPD Parking Standards (2018) for places of worship however there is sufficient space on-site to provide cycle parking to accommodate any likely demands, details of which can be secured via recommended condition.

Rail

137. Woking rail station is located a walking distance of approximately 500 metres from the application site (a circa 6 minute walk) and is accessible from the application site via the existing network of footways and pedestrian crossings on Goldsworth Road. This distance is well within an 800 metre 'acceptable' walking distance as recommended by the Chartered Institute of Highways and Transportation (CIHT). This rail station provides access to a wide range of high-frequency South Western Railway services to various local and regional destinations, which includes fast, direct services to Clapham Junction and London Waterloo and services to Guildford, Surbiton,

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Weybridge, Alton and Portsmouth Harbour. Services to and from London Waterloo operate at a typical frequency of every 10 to 15 minutes on Sundays with a typical journey time of 30 minutes. Services to Guildford operate at a typical frequency of every 30 minutes on Sundays with a typical journey time of 8 minutes.

Bus

138. The nearest bus stop to the application site is on Woking High Street, approximately 250 metres to the east of the site and within the CIHT's recommended 400 metres walking distance to a bus stop. The 'High Street Link Road' bus stop was recently implemented and provides high quality waiting and accessibility infrastructure, including a shelter, seating, raised kerbing and real time bus information. It is directly accessible from the application site via the existing footways and crossing provision on Goldsworth Road and Victoria Way. This bus stop serves many local bus routes.
139. Overall it is evident that there are a wide range of alternative modes of travel to the private car available within the local area, including public transport services which operate on Sundays, the day of peak activity.

Trip generation

140. The submitted Transport Assessment sets out the estimated multi modal trip generation associated with the proposals during the peak Sunday morning period of operation. The other various church and community activities that currently occur at the site throughout the week would continue as existing post-development with a nil-detriment trip impact in this respect. The net impact of the proposals at the site is therefore related solely to the relocation of the main Sunday services back to the application site from the HG Wells Conference Centre.
141. It is important to note that the proposals will not directly generate additional trips on the wider transport network. Those attending the application site will be those that currently attend, or could currently attend, services at the HG Wells Conference Centre in any event and are therefore travelling locally at the current time regardless. The proposals would also not be anticipated to increase the size of the church community (currently circa x800) over and above the level that would be expected without the implementation of the proposals. In order to ascertain the travel modes amongst the existing congregation at the HG Wells Conference Centre, travel surveys were distributed amongst the congregation at each Sunday service (0900 and 1100) on Sunday 4th March 2018, a normal day of services at the church. It is apparent that whilst the majority of the congregation travel to and from services by private car, there is a large element of car sharing (an average of 2.34 persons per car). It is also noteworthy that 12% of the congregation walk to and from the services.
142. It is apparent that of the maximum proposed x875 persons attending the application site in future, x752 are envisaged to travel by car, totalling x321 cars (average of 2.34 occupants per car). There would be some x105 arrivals on foot and some x18 arrivals by public transport, although these figures do not account for the effect of the proposed Travel Plan measures however, which would primarily seek to reduce reliance upon private car use and increase the use of non-car modes of transport. In terms of the net increase against the existing capacity at the application site (x450 persons), the proposals would result in some x366 additional person trips by private car, amounting to x156 vehicular arrivals.

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143. It is also noteworthy that the level of trip generation falls below that associated with the previous planning application at the site (Ref: PLAN/2014/0941), which included an x850 person auditorium and x85 residential dwellings, and received a resolution to grant planning permission subject to the completion of a Section 106 Legal Agreement. Moreover, that application (Ref: PLAN/2014/0941) would also have generated trips during the weekday highway network peak hours associated with the x85 residential dwellings.
144. In terms of the walking and public transport trips the local pedestrian, cycling and public transport infrastructure within the vicinity of the application site is of a good standard and could easily accommodate this additional level of trips.
145. In terms of the additional vehicular movements, these would be occurring on a Sunday morning, well outside of the peak hours on the highway network. These trips would be managed to take place to and from the existing Woking Town Centre public car parks as opposed to the areas in the vicinity of the application site.

Servicing trips

146. The site would not generate a material increase of servicing trips and would generate in the order of x1 to x2 delivery trips per week of refreshments and other supplies, which are anticipated to take place in panel / box vans or other rigid delivery vehicle. These trips would be pre-booked to occur outside of peak times on the local highway network and would take place from the servicing entrance from the Goldsworth Road / Church Street West mini-roundabout.
147. In terms of refuse collections, these currently take place once a week at the site from the Goldsworth Road / Church Street West entrance from the mini-roundabout. Refuse vehicles currently reverse into the application site from the highway network. Post-development refuse collections would take place on-street from Oaks Road, thereby removing the undesirable incidences of refuse vehicles reversing into the site from the Goldsworth Road / Church Street mini-roundabout. The proposed on-street refuse collection arrangement from Oaks Road is in accordance with the arrangement for the existing residential properties on both Oaks Road and Vale Farm Road. Refuse vehicles currently access these residential areas to the north by way of the one-way entry point from the Morrison's roundabout, with all vehicles then egressing via Vale Farm Road and Oaks Road adjacent to the application site. As such, the proposals would not require any alterations to the existing route that refuse vehicles take. The proposals are not anticipated to require any increase in the frequency or duration of collections. It is also of note that refuse collections and deliveries for the adjacent Pizza Express restaurant also appear to take place on-street from Oaks Road.
148. The County Highway Authority (Surrey County Council) has concluded that there are no objections from a highway and transportation perspective subject to recommended conditions 10, 11, 12, 13, 14, 15, 16 and 17, and recommended informatives. The proposed development is therefore considered to comply with Policy CS18 of the Woking Core Strategy (2012) and also the provisions of the NPPF (2018).

Biodiversity and protected species

149. The NPPF (2018) 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 and Geological Conservation also requires the impact of a development on protected species to be

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established before planning permission is granted. This approach is reflected within Policy CS7 of the Woking Core Strategy (2012).

150. The application site comprises of a church and ancillary buildings and includes residential dwellings with associated gardens and hardstanding. The immediate surroundings consist of residential and commercial properties and are highly urbanised. Part of the application site forms residential garden land. Due to the existing nature and location of the application site the key consideration in this instance, with regard to biodiversity and protected species, relates to bats.
151. A Bat Roost Assessment, dated March 2018, has been submitted with the application. No direct evidence of bats was found within the buildings on site although x2 buildings were not able to be internally assessed due to the absence of any loft hatches. Any loose wooden hanging tiles around the church were visually inspected with a high-powered torch, if they could be reached. No evidence of roosting bats was identified behind the wooden hanging tiles. The submitted Bat Roost Assessment notes that the condition of the buildings has deteriorated since previous surveys were carried out during 2013 (in relation to a previous planning application) and that the number of suitable roosting features, such as slipped or missing roof tiles, had increased. Due to this, and the lack of access to the loft space of two of the buildings, further survey work was recommended to rule out the presence or (likely) absence of bats roosting on the application site.
152. A further Bat Survey Report, dated June 2018, has therefore been submitted, detailing bat emergence and re-entry surveys undertaken during May and June 2018. No bats were observed emerging or returning to any of the buildings during the surveys and therefore no constraints exist with regards to bats roosting on site. Whilst one species of bat was recorded around the site during the surveys (common pipistrelle), given the low numbers recorded (<10 passes per hour), it is considered unlikely that the application site represents a significant foraging resource for the local bat population.
153. Surrey Wildlife Trust have advised the Local Planning Authority that the submitted Bat Survey Report, dated June 2018, appears appropriate in scope and methodology, has not identified active bat roosts within the buildings proposed to be demolished, and therefore that bats do not appear to present a constraint to the proposed development. Surrey Wildlife Trust have advised however that bats are highly mobile, and move roost sites frequently, and therefore that a precautionary approach to the removal of roof tiles should be implemented (an informative is recommended to this effect). Surrey Wildlife Trust has also provided comments regarding precautionary measures in relation to nesting birds and biodiversity enhancements.
154. Surrey Wildlife Trust also comment that the proposed development offers opportunities to restore or enhance biodiversity, and that such measures will assist in off-setting any localised harm to biodiversity caused by the development process, recommending that the proposed development should incorporate the following:
 - Provision of bird and bat boxes.
 - Replacement tree and shrub planting to consist of native species, preferably of local provenance and focussing on nectar-rich flowers and/or berries as these can be of considerable value to wildlife.It is considered that these measures to restore or enhance biodiversity can be secured via recommended conditions 06 and 33.
155. Overall, subject to recommended conditions 06 and 33, the impact of the proposal with regard to biodiversity and protected species is considered to be acceptable and

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to comply with Policy CS7 of the Woking Core Strategy (2012), the provisions of the NPPF (2018) and Circular 06/05 - Biodiversity and Geological Conservation.

Arboriculture

156. Policy CS21 of the Woking Core Strategy (2012) requires proposals for new development to include the retention of any trees of public amenity value. Policy DM2 of the Development Management Policies DPD (2016) states that the Council will require any trees to be retained to be adequately protected to avoid damage during demolition and construction. A Tree Survey & Arboricultural Implications Assessment has been submitted with the application. There are no trees protected by Tree Preservation Order (TPO) within, or adjacent to, the application site, nor is the application site located within a Conservation Area. The trees and tree groups within the site vary in species and quality and mostly consist of ornamental parkland species.
157. To accommodate the proposed development, x7 trees are proposed to be removed from the application site (T1, T2, T4, T5, T6, T18 and T19), all of which are Category C (trees of low quality) trees. Additionally some category C clipped hedgerows (H1 and H2) will require removal to facilitate the proposals; these hedgerows are predominantly located within the rear garden areas of Nos.5-19 Oaks Road (inclusive) (to be demolished) and therefore have very limited public amenity value.
158. Some of the existing trees on the application site will be pruned to facilitate the development but this is not considered to detract from the health or appearance of the relevant trees. The proposed development will result in some incursions to the root protection area of retained trees but these incursions are considered to be minor, relating to the formation of new/replacement block paving, and condition 32 is recommended to secure further details of these works.
159. Notwithstanding the removal of x7 trees from the site, those trees of the greatest public amenity value will be retained, including the group of Birch/Cedar/Beech trees located on the corner of Goldsworth Road and Oaks Road (T24 to T29) and the prominent Liquidambar tree (T21) fronting Church Street West. Furthermore indicative landscaping shown on the submitted plans indicates replacement tree planting of circa x7 trees along the Oaks Road frontage in order to mitigate the trees to be removed, details of which will be secured via the recommended planting details condition (condition 06 refers). It is considered that, subject to appropriate replacement tree planting, the proposal should result in no significant net loss of trees.
160. The Council's Arboricultural Officer has advised that the arboricultural information submitted is acceptable and should be complied with in full. The landscaping proposal is considered acceptable in principle and details of plant sizes, positions and quantities can be secured via recommended condition.
161. The arboricultural implications of the proposal are therefore considered to be acceptable and replacement tree planting would be capable of mitigating the loss of the trees to be removed in order to facilitate the development. Overall, in arboricultural terms the proposed development is considered to be acceptable and, subject to recommended conditions, to comply with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

Heritage, including archaeology

162. There are no statutory listed buildings within the application site and the application site is not located within, or adjacent to, a Conservation Area. The nearby building (Nos.65-77 Goldsworth Road) to the south-west of the application site is Locally Listed. For the purposes of the NPPF (2018) a locally listed building is a non-designated heritage asset, rather than a designated heritage asset. In relation to non-designated heritage assets Paragraph 197 of the NPPF (2018) states that in weighing applications that directly or indirectly affect non-designated heritage assets a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Policy CS20 of the Woking Core Strategy (2012) and Policy DM20 of the Development Management Policies DPD (2016) both relate to heritage assets and Policy DM20 states that proposals will be required to preserve and/or enhance the heritage asset, including its setting.
163. The proposal would not directly affect this non-designated heritage asset although has the potential to affect the setting (an indirect effect) of this non-designated heritage asset. The proposed external material alterations to the existing church building would not alter the form, scale or intrinsic appearance of the existing church building, such that the setting of Nos.65-77 is considered to be preserved. The proposed extension to the existing church building would be set away from Nos.65-77, with the existing building intervening, and therefore the setting of Nos.65-77 is again considered to be preserved in this respect.
164. The significance of the non-heritage asset of Nos.65-77 is its Townscape Merit, for which it is Locally Listed. Whilst the application site could be considered to form part of the visual setting of this non-designated heritage asset the application site is considered to have no particularly strong visual or physical relationship with Nos.65-77 Goldsworth Road and, taking into account that the existing Coign Church post-dates the construction of Nos.65-77, is not considered to have an economic, social or historical relationship with Nos.65-77.
165. The proposed auditorium would not appear within close proximity to Nos.65-77 in views achieved from Goldsworth Road, with its prominence in such views reduced due to the fall in ground level which occurs from south-to-north, although would appear more prominently in context with Nos.65-77 when viewed from Oaks Road. Whilst this would be the case, when viewed from Oaks Road the auditorium would be viewed in context primarily with the rear elevation of Nos.65-77, which has been subject to alteration over the passage of time and currently functions as a 'back of house' area serving Pizza Express and Archees. The rear elevation of Nos.65-77 is therefore considered to contribute in a more limited manner to the Townscape Merit of this building, for which it is Locally Listed. Therefore, in reaching a balanced judgement having regard to the scale of any harm or loss and the significance of the non-designated heritage asset, no harm or loss to the significance of the non-designated heritage asset of Nos.65-77 Goldsworth Road is considered to arise as a result of development within its setting.
166. In respect of archaeological impacts, the application site does not lie within a designated Area of High Archaeological Potential (AHAP) although an archaeological desk study has been submitted with the application to satisfy the requirements of Policy CS20 of the Woking Core Strategy (2012), with regard to application site area (which exceeds 0.4ha in this instance).

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167. The County Archaeological Officer has commented that the Surrey County Council Heritage Conservation Team: Archaeology were previously consulted with regard to a planning application submitted for the application site during 2014 (Ref: PLAN/2014/0941), and that this previous planning application was submitted with an accompanying archaeological assessment, which has been provided as part of the current application. They comment that whilst the details of the current planning application differ to those outlined within the submitted archaeological report, the findings of the archaeological report remain in effect. With this as a consideration the County Archaeological Officer is satisfied that the previous recommendation that the application site does not carry an archaeological concern continues to apply. As a consequence no further archaeological consideration of the planning application is required.

Contamination

168. Paragraphs 178 - 180 of NPPF (2018) relate to contamination and advise that, in order to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate to its location, 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 of the Development Management Policies DPD (2016) accords with the NPPF (2018) and seeks to ensure, amongst other things, that proposals for new development should ensure that the site is suitable for the proposed use.
169. The Council's Contaminated Land Officer has commented that they have reviewed the application and upon checking their records have identified the potential for ground contamination on, or within close proximity to, the application site due to the location of a former garage site adjacent to, but not within, the application site. Given the nature of the development proposed and information held on file to date the Contaminated Land Officer recommends the remediation strategy condition (condition 38 refers) and accompanying informative.
170. Subject to this recommended condition, the proposed development is considered to be acceptable and to comply with the provisions of the NPPF (2018) and Policy DM8 with regard to contamination.

Flood risk and drainage

171. The application site is located within Flood Zone 1, is not identified within the Council's Strategic Flood Risk Assessment (SFRA) (November 2015) as being at particular risk of flooding from surface water, or as having critical drainage issues. In accordance with the policies within the NPPF (2018) all forms of development are suitable within Flood Zone 1.
172. With regard to surface water drainage, in accordance with the NPPF (2018) and Policy CS9 of the Woking Core Strategy (2012), local planning authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SuDS). National government strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications from 6th April 2015.

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173. The application is supported by a SuDS proposal, which has been subject to amendment following the technical comments of the Council's Flood Risk and Drainage team during assessment of the application.
174. Due to the ground make-up below the application site disposal of surface water via infiltration is not feasible. Therefore surface water will be discharged into an existing surface water sewer. The peak discharge rates from the proposed development to the surface water sewer will be restricted to 5l/s for all storm events up and including the 1 in 100 year storm event with an allowance of 40% for climate change. Surface water storage is to be provided to ensure that additional volumes of surface water generated by the development do not adversely impact flood risk. Surface water attenuation will be provided in the form of a permeable sub-base and attenuation tank below the car park. SuDS features and associated flow control devices will be in place to support the proposed development prior to occupation of the auditorium or extension (whichever is the sooner). It should be noted that surface water runoff from the proposed extension to the existing church has also been accounted for and will feed into the SuDS system.
175. The Council's Drainage and Flood Risk team has considered the SuDS proposal and raises no objection subject to recommended conditions 34, 35, 36 and 37. The Lead Local Flood Authority (LLFA) (Surrey County Council) comment that, subject to the Council's Drainage and Flood Risk team being satisfied with the proposal, they have no further comments to make.
176. Overall, subject to recommended conditions, the impact of the proposal in terms of flood risk and drainage is considered to be acceptable and accord with Policy CS9 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

Sustainable energy

177. Policy CS22 of the Woking Core Strategy (2012) requires non-residential development of 1,000 sq.m or more (gross) floorspace to comply with BREEAM Very Good standards. The new church auditorium will provide 950 sq.m GIA and therefore the BREEAM standards are not triggered. In these circumstances, Policy CS22 encourages energy and water efficiency measures to be incorporated into development schemes where possible. The submitted Design and Access Statement sets out how these measures are proposed to be delivered, including a reduction of CO2 emissions from the development by at least 10% through the use of on-site renewables, and a strategy of increased thermal insulation and air-tightness of the building fabric. Water consumption is proposed to be reduced from the new WCs and urinals within the auditorium by selecting leak-free syphon based WCs with 3 litre/dual flush cycles, and air-flush urinals.
178. The submitted Design and Access Statement sets out that the intermittent use of the auditorium establishes the need for a bespoke heating and cooling system that is not required to function all of the time, and that strategies such as under-floor heating are too slow to respond to unscheduled use, and the space is too large for traditional radiators to be effective. Also, due to the acoustic design of the building and the need to prevent / control noise breakout, there is no natural ventilation strategy that could be reasonably implemented.
179. As such, a system of mechanically controlled air heating and cooling ductwork has been designed, using a highly efficient air-handling system that has an >80% heat-recovery level, and which is linked to an air-to-water heat pump that can provide either

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heating or cooling as required, with a seasonal co-efficient of performance value of 300-500% depending on external conditions (meaning that they provide 3-5 times more heat per unit of electricity than a standard electric-based heater), and which will contribute to achieving a reduction in CO2 of at least 10%.

180. Policy CS22 also requires all new development to consider the integration of Combined Heat and Power (CHP) or other forms of low carbon district heating within the development because the application site falls within a 'potential district heat area' zone within Woking Town Centre, as identified within SPD Climate Change (2014), which means that it is required to be designed to be 'CHP ready' (i.e. able to connect to the future network).
181. The submitted Design and Access Statement sets out that the Coign Church have engaged in discussions with Thamesway Energy to assess the options of providing Combined Heat and Power (CHP) to the auditorium and existing building via the new service routes that are proposed to run from the new CHP station proposed at Poole Road to the Victoria Square scheme. The submitted Design and Access Statement sets out that the principle of integrating CHP into the Coign Church site is technically viable due to the close proximity of the service routes which are proposed to run below Church Street West when installed. However, it is stated that there are programme considerations regarding the auditorium potentially being completed in advance of the CHP services being in place, technical considerations regarding the effectiveness of the service in the intermittently used auditorium, and financial discussions regarding contract pricing, and that discussions about all three of these elements remain under-way. This matter will be updated at Planning Committee however it is considered that the proposal is capable of complying with Policy CS22.

Local finance considerations

182. The proposed development relates to Class D1 floorspace, which is Nil rated on the Council's Community Infrastructure Levy (CIL) Charging Schedule.

CONCLUSION:

183. Overall, subject to recommended conditions, the principle of development is considered to be acceptable. Furthermore the development is considered to result in acceptable impacts with regard to design and impact upon the character of the area, impact upon neighbouring amenity, noise, parking, highways implications and alternative modes of travel, biodiversity and protected species, arboriculture, heritage, including archaeology, contamination, flood risk and drainage and sustainable energy.
184. The proposal is therefore considered to accord with Policies CS1, CS2, CS9, CS10, CS11, CS18, CS19, CS20, CS21, CS22, CS24 and CS25 of the Woking Core Strategy (2012), Policies DM2, DM7, DM8, DM10, DM11, DM16 and DM20 of the Development Management Policies DPD (2016), Supplementary Planning Documents (SPD's) Design (2015), Parking Standards (2018), Outlook, Amenity, Privacy and Daylight (2008) and Climate Change (2013), Supplementary Planning Guidance (SPG) Heritage of Woking (2000), Sections 2, 7, 8, 9, 11, 12, 14 and 15 of the National Planning Policy Framework (NPPF) (2018) and the Planning Practice Guidance (PPG).

BACKGROUND PAPERS

Site visit photographs

x3 Letters of representation

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Site Notice (Major Development - dated 25.04.2018)
Site Notice (Departure from Development Plan - dated 25.04.2018)
Consultation responses from County Highway Authority (CHA) (SCC)
Consultation response from Environmental Health
Consultation response from Arboricultural Officer
Consultation responses from Surrey Wildlife Trust
Consultation responses from Drainage & Flood Risk Team
Consultation response from Contaminated Land Officer
Consultation response from Lead Local Flood Authority (LLFA) (SCC)
Consultation responses from Archaeological Officer (SCC)
Consultation responses from Thames Water Development Planning
Consultation response from Planning Policy

RECOMMENDATION

Grant planning permission subject to the following recommended conditions:

Time limit

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

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

Approved plans and documents

02. The development hereby permitted shall be carried out in accordance with the following approved plans and documents numbered/titled:

A17659 01 010 (Site Plan with Topographical Survey As Existing), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 01 100 (Existing Ground Floor Plan Coign Church Chapel Building), dated Apr 2018 and received by the Local Planning Authority on 19.04.2018.

A17659 03 001 (Site Location Plan), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 010 (Site & Block Plan As Proposed), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 016 (Proposed External Works & Landscaping Strategy Sheet 1 of 2), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 020 (Site Long Sections As Existing & Proposed), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 032 (Section Thro Mezzanine), dated August 2018 and received by the Local Planning Authority on 07.08.2018.

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A17659 03 100 (Proposed Ground Floor Plans New and Existing Chapel Buildings), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 110 (Proposed First Floor Plan & Cross Sections New Chapel Buildings), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 120 (Proposed Roof Plans New & Existing Chapel Buildings), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 300 (Proposed Elevations - 1 of 2 New Chapel Building), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 301 (Proposed Elevations - 2 of 2 Coign Church Building Extension and Re-Cladding), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

A17659 03 303 (Existing Elevations Coign Church Building), dated Apr 2018 and received by the Local Planning Authority on 13.04.2018.

W01767-SWH-XX-XX-DR-C-0500-P05 (Proposed Drainage Strategy), dated 08/08/18 and received by the Local Planning Authority on 08.08.2018.

2018/4127/004 (Swept Path Analysis), dated May 2018 and received by the Local Planning Authority on 31.05.2018.

Design and Access Statement by Plan A UK Limited (Ref: A17659.03.30A), dated April 2018 and received by the Local Planning Authority on 13.04.2018.

Supporting Information by Plan A UK Limited (Ref: A17659.03.31), dated June 2018 and received by the Local Planning Authority on 11.06.2018.

Noise Impact Assessment by Cole Jarman Limited (Ref: 17/0657/R1), dated 04 April 2018 and received by the Local Planning Authority on 13.04.2018.

Transport Assessment (including the drawings numbered/titled: 2018/4127/001 (Existing Access and Parking Restrictions on Oaks Road) 2018/4127/002 (Proposed Access and Parking Arrangement on Oaks Road) and 2018/4127/003 (Parking Swept Path Analysis)) by Russell Giles Partnership (RGP) Limited (Ref:PLNA/18/4127/TA01), Issue 1 dated 28/03/2018, received by the Local Planning Authority on 13.04.2018.

Framework Travel Plan by Russell Giles Partnership (RGP) Limited (Ref: PLNA/18/4127/TP02), Issue 2 dated 29/05/2018, received by the Local Planning Authority on 31.05.2018.

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

External materials

03. ++ Notwithstanding the external material details annotated on the approved plans/documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to the auditorium hereby permitted details and a written specification of the materials to

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be used in the external elevations of the building hereby permitted (including RAL colours for window/door frames and full details of the metal standing seam roof) shall be submitted to and approved in writing by the Local Planning Authority. This shall include the provision of a minimum of two sample panels (each measuring at least 1.2m x 1.2m) on the application site for the approval of the Local Planning Authority (showing two differing brick selections and mortar colourings – each including an example of the sawtooth dentil brick courses) and a sample panel (measuring at least 1.2m x 1.2m) on the application site for the approval of the Local Planning Authority showing the proposed timber cladding. The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

04. ++ Notwithstanding the external material details annotated on the approved plans/documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to the existing church building details and a written specification of the materials to be used in the external elevations of the development hereby permitted (including RAL colours for window/door frames and full details of the metal standing seam roof) shall be submitted to and approved in writing by the Local Planning Authority. This shall include the provision of a sample panel (measuring at least 1.2m x 1.2m) showing the proposed timber cladding on the application site for the approval of the Local Planning Authority. The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Hard landscape and planting

05. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the installation of any facing 'hard' landscape works hereby permitted full details and/or samples of the facing materials to be used for the 'hard' landscape works shall be submitted to and approved in writing by the Local Planning Authority. The 'hard' landscape works shall thereafter be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the details of facing materials. Thereafter the 'hard' landscape works shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

06. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the

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sooner) a detailed planting scheme shall be submitted to and approved in writing by the Local Planning Authority. The detailed planting scheme shall be in general accordance with the approved plans numbered/titled 'A17659 03 016 (Proposed External Works & Landscaping Strategy Sheet 1 of 2)' and 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)' and shall specify species, planting sizes, spaces and numbers of trees/shrubs/hedges to be planted. The detailed planting scheme shall include full details of tree pits (including sections) as required. All planting shall be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the planting scheme. 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 (November - March) with specimens of the same size and species unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Details of canopy / means of enclosure

07. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, no means of enclosure shall be installed on the development site until typical elevations (at 1:100 or 1:50 scale and including finish and colour) of all means of enclosure (including gates) as annotated on the approved plans numbered/titled 'A17659 03 016 (Proposed External Works & Landscaping Strategy Sheet 1 of 2)' and 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)' have been submitted to and approved in writing by the Local Planning Authority. All means of enclosure (with the exception of that along the common boundary with No.21 Oaks Road, which is subject to a separate condition) shall be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the elevation and finish/colour details. Thereafter the means of enclosure shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

08. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the proposed new 1.8m treated timber close-boarded fencing shall be installed along the extent of the common boundary with No.21 Oaks Road (as annotated '05' on the approved plan numbered/titled 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)'. Thereafter this means of enclosure shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect No.21 Oaks Road from an undue loss of privacy, noise or light pollution in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

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09. ++ The proposed canopy (spanning between the existing church building and proposed auditorium) on the development shall not be installed on the development site until elevations/sections (at 1:100 or 1:50 scale and including external finish and colour) have been submitted to and approved in writing by the Local Planning Authority. The canopy shall be installed in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the elevation and finish/colour details.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Highways

10. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the proposed vehicular crossover to Oaks Road shall be constructed in accordance with the approved plans listed within condition 2 of this notice. The vehicular crossover to Oaks Road shall thereafter be permanently maintained in accordance with these approved details.

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

11. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the existing accesses from the development site to Oaks Road shall be permanently closed and any kerbs, verge, footway, fully reinstated.

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

12. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the bollards on Oaks Road and Church Street West shall be laid out within the development site in accordance with a scheme (including a timeframe for such) to be submitted to and approved in writing by the Local Planning Authority. Thereafter these bollards shall be permanently maintained in accordance with the approved details.

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

13. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) space shall be laid out within the development site (in accordance with the approved plans listed within condition 2 of this notice) for vehicles to be parked and for vehicles to turn so that they may enter and leave the development site in a forward gear. Thereafter the parking and turning areas shall be permanently retained and maintained for their designated purposes.

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

14. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the proposed alterations to the existing on street parking bays and parking restrictions on Oaks Road, and the associated Traffic Regulation Orders shall be designed and implemented at the applicant's expense, in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. Thereafter the proposed alterations to the existing on street parking bays and parking restrictions on Oaks Road shall be permanently retained and maintained for their designated purposes.

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

15. The development hereby permitted shall be undertaken strictly in accordance with the approved plan numbered/titled 'A17659.03.15 Rev A (Construction Management Strategy - Planning Application)', dated August 2018. Only the details shown/annotated on this approved plan shall be implemented during the demolition (including site preparation works) and construction of the development hereby permitted unless otherwise first agreed in writing by the Local Planning Authority.

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

16. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the following facilities shall be provided in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority for:

- (a) The covered and secure parking of bicycles within the development site,
- (b) Facilities within the development site for cyclists to change into and out of cycling equipment / shower,
- (c) Facilities within the development site for cyclists to store cycling equipment,
- (d) Information to be provided to staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs

The approved facilities shall be provided prior to first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) and shall thereafter be permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order to promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

17. Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) the approved Travel Plan (as listed within condition 2 of this notice) shall be implemented. Thereafter the approved

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Travel Plan shall be maintained and developed to the satisfaction of the Local Planning Authority.

Reason: In order to promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

18. ++ Prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the sooner) details of x1 active electric vehicle charging point and x2 passive electric vehicle charging points to be provided within the car park shall be submitted to and approved in writing by the Local Planning Authority. The active/passive electric vehicle charging points shall be provided in accordance with the approved details prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) and shall thereafter be permanently retained in accordance with the approved details unless replaced with more advanced technology serving the same objective.

Reason: in the interests of achieving a high standard of sustainability and in accordance with the electric vehicle charging infrastructure requirements of Policy CS22 of the Woking Core Strategy (2012) and SPD Climate Change (2013).

Noise / external lighting / hours of operation

19. ++ Prior to the first beneficial use of the auditorium hereby permitted a verification report (appended with substantiating evidence), prepared by a suitably qualified and experienced acoustic consultant, demonstrating that the measures to acoustically insulate and ventilate the auditorium for the containment of internally generated noise as set out within the approved Noise Impact Assessment by Cole Jarman Limited (Ref: 17/0657/R1), dated 04 April 2018, have been fully implemented, shall be submitted to and approved in writing by the Local Planning Authority. The auditorium shall thereafter be permanently maintained in accordance with the approved details.

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).

20. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, no fixed plant and/or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed within the development site until full details, including acoustic specifications and measures to attenuate noise and vibration (including details of the proposed acoustic fencing to the external plant area) have been submitted to and approved in writing by the Local Planning Authority. Any fixed plant and/or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall thereafter be permanently maintained in accordance with the approved details.

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).

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21. ++ No sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall be installed within the development site without the prior written consent of the Local Planning Authority. Any sound reproduction equipment which conveys messages, music or other sound by voice or otherwise which is audible outside the premises shall thereafter be permanently maintained in accordance with the approved details.

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).

22. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the sooner) a scheme for the installation of equipment to control 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 first beneficial use of the relevant part of the development hereby permitted. The outlet from any 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. Any flue ductwork must be mounted in such a way that any vibration or noise associated with mechanical ventilation / extraction is reduced to a level which does not cause a nuisance to neighbouring properties. All equipment installed as part of the scheme shall thereafter be permanently operated and maintained in accordance with the approved details.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from nuisance arising from noise, fumes, smell, smoke, ash, grit or other emissions 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).

23. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, no external lighting shall be installed on the development site until details of any external lighting (to include a site layout plan with beam orientation and a schedule of equipment in the design (luminaire type, mounting height, aiming angles and luminaire profiles)), and making reference to agreed national or international standards for outdoor lighting such as The Institute of Lighting Engineers Guidance Note for Reduction of Light Pollution, have been submitted to and approved in writing by the Local Planning Authority. Any external lighting shall be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority. Thereafter the external lighting shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from nuisance arising from light spill in accordance with Policy CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

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24. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner), the refuse/recycling storage areas (as shown on the approved plans listed within condition 2 of this notice) shall be made available and thereafter permanently retained for use at all times unless otherwise first agreed in writing by the Local Planning Authority.

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

25. No additional floors, including mezzanine floors (other than as shown on the approved plans listed within condition 2 of this notice), shall be erected within the auditorium hereby permitted without express planning permission from the Local Planning Authority first being obtained.

Reason: To avoid the over-intensification of use of the development site in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012), SPD Parking Standards (2018), SPD Outlook, Amenity, Privacy and Daylight (2008) and the provisions of the NPPF (2018).

26. The auditorium hereby permitted shall only be used between 0800 hours and 2330 hours.

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).

27. The external seating area hereby permitted (annotated as '17' on the approved plan numbered/titled 'A17659 03 017 (Proposed External Works & Landscaping Strategy Sheet 2 of 2)) 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).

28. Deliveries shall only be taken at or despatched from the site only between 0800 and 2000 hours.

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).

29. ++ Prior to the first beneficial use of the auditorium hereby permitted a management plan shall be submitted to and approved in writing by the Local Planning Authority which shall set out measures to encourage users of the auditorium to consider the potentially adverse impacts of noise and disturbance upon nearby residential properties, particularly when entering and leaving the auditorium during more noise

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sensitive hours (ie. evenings). Such measures shall include the provision of suitable signage within the car park and signage applied to the exit doors from the auditorium and any measures which the applicant considers will assist in achieving this aim. The measures approved shall be implemented upon first beneficial use of the auditorium and thereafter be permanently maintained in accordance with the approved details.

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).

30. Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) and the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Orders revoking or re-enacting these Orders with or without amendments) the use of the development hereby permitted shall be for place of worship/community purposes falling within Class D1, as defined within The Town and Country Planning (Use Classes) Order 1987 (as amended), and for no other purpose whatsoever without express planning permission from the Local Planning Authority first being obtained.

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).

Arboriculture / biodiversity

31. Tree protective measures shall be carried out in strict accordance with the Tree Survey & Arboricultural Implications Assessment by RPS Group (Ref: JSL3060_771 A), dated 2nd August 2018, and the Tree Removal and Protection Plan by RPS Group (Ref: 701 A). A pre-commencement (including demolition and site preparation works) site meeting shall be convened including the Council's Arboricultural Officer, the project Arboricultural consultant and Project/Site Manager whereupon any arboricultural supervision can be agreed and any changes to tree protection details can be amended and agreed. No demolition, site preparation or construction works shall take place until the tree protective measures have been implemented. Any deviation from the works prescribed or methods within the Tree Survey & Arboricultural Implications Assessment by RPS Group (Ref: JSL3060_771 A), dated 2nd August 2018, and the Tree Removal and Protection Plan by RPS Group (Ref: 701 A) will require prior written approval from the Local Planning Authority.

Reason: To ensure the retention and protection of trees on adjacent to the development site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

32. ++ Foul and surface water drainage runs shall be undertaken strictly in accordance with the approved plan numbered/titled 'W01767-SWH-XX-XX-DR-C-0500-P05 (Proposed Drainage Strategy) unless otherwise first agreed in writing by the Local Planning Authority. Prior to any works within the Root Protection Area (RPA) of any tree to be retained (as shown on the approved Tree Removal and Protection Plan by RPS Group (Ref: 701 A)), including any revised foul/surface water drainage runs, any electricity/gas service runs, or the provision of any hard landscaping (including the

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hard landscaping proposed within the RPA of T21 to be retained) full details of the method of construction shall be submitted to and approved in writing by the Local Planning Authority. The methods shall adhere to the principles embodied within BS 5837:2012, and the involvement of a suitably qualified and experienced arboricultural consultant will be necessary. The development shall thereafter be carried out strictly in accordance with the agreed details.

Reason: To ensure the retention and protection of trees on adjacent to the development site in the interests of the visual amenities of the locality and the appearance of the development in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

33. ++ Notwithstanding any details outlined on the approved plans and documents listed within condition 2 of this notice, or within the submitted application form, prior to the application/installation of any external facing materials to either the auditorium or the extension/alteration of the existing church building hereby permitted (whichever is the sooner) a scheme for the enhancement of biodiversity on the development site shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme of biodiversity enhancements shall include the following:
- Provision of bird and bat boxes.
 - Compensation for the trees and hedges that are proposed to be removed. Replacement planting should comprise native species when planting new trees and shrubs, preferably of local provenance and should focus on nectar-rich flowers and/or berries as these can be of considerable value to wildlife.

The biodiversity enhancements shall thereafter be carried out in accordance with a timeframe to be submitted to and agreed in writing by the Local Planning Authority with the details of biodiversity enhancements. Thereafter the biodiversity enhancements shall be permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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

Surface water drainage

34. All development shall be constructed in accordance with the submitted and approved Proposed Drainage Strategy (Ref: W01767-SWH-XX-XX-DR-C-0500-P05), dated 08/08/2018, and Micro Drainage calculations, dated 08/08/2018, unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

35. ++ No development shall commence (with the exception of demolition and site preparation works) until construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement have been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall then be

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constructed in accordance with the approved drawings, method statement and micro drainage calculations prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner). No alteration to the approved surface water drainage scheme shall occur without the prior written approval of the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

36. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved maintenance and management of the sustainable drainage scheme shall be implemented prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) and shall thereafter be permanently managed and maintained in accordance with the approved details. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the maintenance and management of the sustainable drainage scheme to be submitted for approval shall include:
- i. a timetable for its implementation,
 - ii. Details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
 - iii. A table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
 - iv. a management and maintenance plan for the lifetime of the development which 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 ensure that the development achieves a high standard of sustainability and does not increase the risk of surface water flooding within the locality in accordance with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

37. ++ Prior to the first beneficial use of either the auditorium or the extension to the existing building hereby permitted (whichever is the sooner) a verification report (appended with substantiating evidence (including photographs), demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme, shall be submitted to and approved in writing by the Local Planning Authority. The verification report shall include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and control mechanism.

Reason: To ensure that the development achieves a high standard of sustainability, continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

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Contamination

38. If, prior to or during development, ground contamination is suspected or manifests itself then no further development (unless otherwise first agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted an appropriate remediation strategy to the Local Planning Authority, and the written approval of the Local Planning Authority has been received. The remediation strategy should detail how the contamination shall be managed and shall be implemented in accordance with such details as may be approved. A remediation validation report shall then be submitted to the Local Planning Authority to demonstrate the agreed remediation strategy has been complied with. Should no ground contamination be readily identified during the development, confirmation of this should be provided in writing to the Local Planning Authority.

Reason: To comply with the provisions of the NPPF (2018) and Policy DM8 of the Development Management Policies DPD (2018) which require development to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from or being adversely affected by unacceptable levels of water pollution.

Informatives

01. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the NPPF (2018).
02. The applicants attention is specifically drawn to the planning conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the planning permission and the Local Planning Authority may serve Breach of Condition Notices (BCNs) to secure compliance. The applicant is advised that sufficient time needs to be allowed when submitting details in response to planning conditions, to allow the Local Planning Authority to consider the details and discharge the condition(s). A period of between five and eight weeks should be allowed for.
03. The applicant is advised that 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.
04. The applicant is advised that works related to the construction of the development, including works of demolition or preparation prior to building operations, should not take place other than:
- Mondays - Fridays (inclusive) working only between 0730 hours and 1800 hours
 - Saturday working only between 0800 hours and 1300 hours
 - No work to take place on Sundays or Bank/Public Holidays
- If works are intended to take place outside of the hours set out above the applicant should contact the Council's Environmental Health Service beforehand.
05. The applicant is advised that adequate control precautions should be taken in order to control noise emissions from any fixed plant, including generators, on site during demolition / construction activities. This may require the use of quiet plant or ensuring

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that the plant is sited appropriately and / or adequately attenuated. Exhaust emissions from such plant should be vented to atmosphere such that fumes do not ingress into any property. Due to the proximity of residential accommodation there should be no burning of waste material on site. During demolition or construction phases, adequate control precautions should be taken in order to control the spread of dust on the site, so as to prevent a nuisance to residents within the locality. This may involve the use of dust screens and / or utilising water supply to wet areas of the site to inhibit dust.

06. The applicant is advised that Part I of the Wildlife and Countryside Act 1981 makes it an offence to intentionally kill, injure or take any wild bird, or intentionally to damage, take or destroy it's nest whilst it is being built or in use. The applicant should take action to ensure that development activities, such as vegetation or site clearance, are timed to avoid the bird nest season of early March to August inclusive.
07. The applicant is advised that, whilst the submitted Bat Survey Report found no evidence of bats roosting on the development site, that bats are highly mobile and move roost sites frequently. Therefore unidentified bat roosts may still present. A precautionary approach to works should therefore be implemented. Works affecting the roofs and tiles should be done by hand to ensure any bats which may be sheltering beneath them will not be harmed. It will also be important to advise demolition/construction workers removing the tiles to lift each tile carefully before removal and to check the underside does not have a bat clinging to it before moving the tile away. Tiles should be lifted rather than slid along. Workers should keep watch for fur and should be informed that bats take up to half an hour to rouse from the deep sleep that they enter each day called torpor and hence can easily be damaged before they are able to move when disturbed. If a bat is seen work should cease immediately and advice sought from Natural England or a qualified specialist.
08. The planning 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/flooding-advice.
09. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
10. 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.

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11. The applicant 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).
12. The applicant is advised that a standard fee may be charged for input to, and future monitoring of, the Travel Plan.
13. In seeking to address and discharge the “contamination remediation” condition above, the applicant’s attention is drawn to the fact that the application site is situated on or in close proximity to land that could be potentially contaminated by virtue of previous historical uses of the land. Visual and olfactory evidence of contamination can take many forms including hydrocarbon or solvent odours, ash and clinker, buried wastes, burnt wastes/objects, metallic objects, staining and discolouration of soils, oily sheen on ground water and fragments of asbestos containing materials (ACMs) (Note: this list is intended to be used as a guide to some common types of contamination and is not exhaustive). In seeking to address the condition a photographic record of works should be incorporated within the validation report. Should no ground contamination be identified then a brief comment to this effect shall be required to be provided in writing to the Local Planning Authority. The Local Planning Authority cannot confirm that the condition has been fully discharged until any validation report has been agreed.