

## 04 SEPTEMBER 2018 PLANNING COMMITTEE

5c 2018/0444 Reg'd: 21.12.16 Expires: 15.08.18 Ward: C

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**LOCATION:** Land at Victoria Way, Cawsey Way and Church Street West, Woking, Surrey

**PROPOSAL:** Section 73 application to vary Condition 1 (approved plans) of permission ref: PLAN/2014/0014 (Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre) to allow:

The provision of 37x additional residential units and associated alterations to housing mix, alterations to car parking provision and extension to Red Car Park, provision of additional stairwells to Towers 1 and 2 and alterations to external finishes, various internal and external alterations and alterations to the level of commercial floor space

**TYPE:** Section 73 – Variation of Approved Plans

**APPLICANT:** Victoria Square Woking Ltd

**OFFICER:** David Raper

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

This application has been referred to Planning Committee by the Development Manager due to the scale and significance of the Victoria Square scheme.

### **PLANNING STATUS**

- Urban Area
- Woking Town Centre
- Primary Shopping Area
- Primary Shopping Frontage
- Airport Safety Zone - Fair Oaks
- Thames Basin Heaths SPA Zone B (400m-5km)

### **RECOMMENDATION**

GRANT planning permission subject to conditions and a Deed of Variation to the existing S106 Agreement.

### **SITE DESCRIPTION**

The Victoria Square application site comprises: the original site of the Woking Market (relocated to Peacock Walk and renamed Market Street); the site of the former post office, Globe House and the former Woking Fire Station, the Bandstand Square civic space (all now demolished); the Sparrow Park seating area; a number of existing retail units including Boots (now demolished and proposed to be relocated into the scheme) on the north side of Commercial Way and in Wolsey Place; parts of Export House; part of the Red and Yellow Town Centre Car Parks and existing first floor servicing arrangements. Elements of the development are proposed both above and below ground level. Parts of the surrounding road network - including part of Victoria Way, all of Cawsey Way and Church Street West (where it adjoins the Fire Station) are also affected.

The site is bounded by The Peacocks Shopping Centre, former Toys'r'Us unit and the Red Car Park to the north, Victoria Way to the west, the steep railway embankment (the London - Portsmouth mainline) to the south and Wolsey Place Shopping Centre and properties fronting Commercial Way to the east.

The application site is 3.79 ha in area. The majority of the site comprises previously developed land, the exception is Sparrow Park. Ground levels generally fall across the site from south east to north-west (by around 3.5m).

The site is located within the Woking Town Centre boundary, the Primary Shopping Area and includes Primary Shopping Frontage as defined on the Core Strategy Proposals Map.

### **RELEVANT PLANNING HISTORY**

#### Victoria Square permissions:

- PLAN/2017/0006 - Section 73 application to vary the approved plans of permission ref: PLAN/2014/0014 to allow the erection of new shops (10,355 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (473 sq.m. in Use Classes D1, D2, B1 or A2), 196 bed hotel of 23 storeys (including plant) (Class C1) with conference facilities, 390 residential apartments (Class C3) with Tower 1, 34 storeys and Tower 2, 30 storeys. Construction of a new local energy centre at the Red Car Park, changes and extension to the Red Car Park together with a new Green Car Park to provide 238 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new junction at Goldsworth Road/Victoria Way and High Street to be one way with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit to be re-provided) – Permitted 26/01/2018
- PLAN/2014/0014 - Erection of new shops (10,967 sq.m. in Use Classes A1, A2, A3, A5) and medical or commercial floorspace (526 sq.m. in Use Classes D1, D2, B1 or A2). 190 bed hotel of 23 storeys (including plant) (95.5 metres) (Class C1) with conference facilities, basement level spa and gym. 392 residential apartments (Class C3) with Tower 1, 34 storeys (112 metres) and Tower 2, 30 storeys (100 metres). Construction of a new local energy centre at the Red Car Park, changes and

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extension to the Red and Yellow Car Park together with a new Green car park to provide 380 (net) new parking spaces. Creation of a new public square and new civic space and highway works including servicing to Wolsey Place and delivery provision. Closure of Cawsey Way and Church Street West, new all movements junction at Goldsworth Road/Victoria Way and High Street to be one way west with new bus stops and cycle lane. Demolition of the Fire Station, Globe House and part of the existing Wolsey Place Shopping centre (Boots unit - to be re-provided) – Permitted 26/03/2015

- AMEND/2016/0010 – Non-Material Amendment to PLAN/2014/0014 – Permitted 15/04/2016
- AMEND/2016/0035 – Non-Material Amendment to PLAN/2014/0014 – Permitted 10/08/2016
- AMEND/2016/0048 – Non-Material Amendment to PLAN/2014/0014 – Permitted 19/09/2016
- AMEND/2016/0067 – Non-Material Amendment to PLAN/2014/0014 – Permitted 06/12/2016
- AMEND/2017/0015 – Non-Material Amendment to PLAN/2014/0014 – Permitted 20/03/2017

### Other relevant history:

- PLAN/2018/0854 – Prior Approval for the demolition of the Red Car Park and ground floor uses - Not yet determined (appears elsewhere on this agenda)
- PLAN/2018/0445 - Erection of a three deck extension to existing multi-storey Red Car Park (324x net additional spaces) and erection of a single deck extension to existing multi-storey Yellow Car Park (121x net additional spaces), associated extension of lift and stair cores and bridge links and erection of spiral ramp and external cladding to Red Car Park - Not yet determined
- PLAN/2016/0955 - Demolition and reconfiguration of entrance to Bandstand Mall, extension and subdivision of 6x existing retail units to provide 8x retail (A1 Use) units (2x net additional units), formation of 2x kiosk units, erection of 1x additional market stall, erection of glazed canopy roof and cladding of Red and Yellow Car Park plus associated plant, landscaping and external works – Permitted 25/10/2016

## **CONSULTATIONS**

All of the same consultees for the original application have been consulted, however none have raised any new issues over and above their comments on the original application. The most relevant consultations are considered to be from the County Highway Authority and Planning Policy Team due to the alterations to the number of units, housing mix and alterations to car parking

**County Highway Authority:** No objection, note that the overall number of two-way traffic movements would be reduced as a result of the amendments.

**Planning Policy:** No change to comments made on the original application.

**REPRESENTATIONS**

None received.

**RELEVANT PLANNING POLICIES**

National Planning Policy Framework (NPPF) (2018):

Section 4 - Decision-making  
Section 5 - Delivering a sufficient supply of homes  
Section 6 - Building a strong, competitive economy  
Section 7 - Ensuring the vitality of town centres  
Section 8 - Promoting healthy and safe communities  
Section 9 - Promoting sustainable transport  
Section 10 - Supporting high quality communications  
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  
Section 16 - Conserving and enhancing the historic environment

Development Management Policies DPD (2016):

DM2 - Trees and Landscaping  
DM7 - Noise and Light Pollution  
DM16 - Servicing Development  
DM17 - Public Realm

Woking Core Strategy (2012)

CS1 - Spatial strategy for Woking Borough  
CS2 - Woking Town Centre  
CS7 - Biodiversity and nature conservation  
CS8 - Thames Basin Heaths Special Protection Areas  
CS9 - Flooding and Water Management  
CS10 - Housing provision and distribution  
CS11 - Housing mix  
CS12 - Affordable housing  
CS13 - Older people and vulnerable groups  
CS15 - Sustainable economic development  
CS16 - Infrastructure delivery  
CS17 - Open space, green infrastructure, sport and recreation  
CS18 - Transport and accessibility  
CS19 - Social and community infrastructure  
CS20 - Heritage and conservation  
CS21 - Design  
CS22 - Sustainable construction  
CS23 - Renewable and low carbon energy generation  
CS24 - Woking's landscape and townscape  
CS25 - Presumption in favour of sustainable development

Supplementary Planning Documents

Parking Standards (2018)  
Woking Design (2015)  
Affordable Housing Delivery (2014)  
Climate Change (2013)  
Outlook, Amenity, Privacy and Daylight (2008)

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### Other Material Considerations:

South East Plan (2009) (Saved policy) NRM6 - Thames Basin Heaths Special Protection Area

EU Habitats Directive and the UK Habitat Regulations

Guidance on Tall Buildings Cobe and English Heritage (2007)

Woking Infrastructure Delivery Plan 2011

Woking Character Study 2010

Woking Strategic Flood Risk Assessment 2012

Woking Economic Development Strategy 2012-2017

Wind Microclimate and Buildings (2011) BRE

Site Planning for Daylight and Sunlight (2011) BRE

Woking Public Art Strategy 2007

### **BACKGROUND**

The proposal is to vary the approved plans of the consented Victoria Square scheme (PLAN/2014/0014) which was approved at the 04/11/2014 Planning Committee. For clarity, the works approved under the Victoria Square development are summarised below:

#### Original Victoria Square Scheme (PLAN/2014/0014):

##### *Built Form and Public Realm:*

- Two residential towers of 34 (Tower 1) and 30 storeys (Tower 2) comprising 392x self-contained flats. Tower 1 would be on the corner of Commercial Way and Victoria Way and Tower 2 is approximately 30m to the east
- Extension of the existing shopping frontage on Commercial Way
- To the north of the site on the corner of Victoria Way and Church Street West is a new hotel of 23 storeys and 190x rooms
- A new Green Car Park of four levels
- Creation of a new public square between the railway embankment and the development to the north named Victoria Square. New landscaping, bus stops taxi bays and cycle parking would be provided
- A new covered retail court ('New Court') in place of the existing Bandstand Square

##### *Retail / Medical Facility:*

- 10,967 sq. metres of new retail (Use Class A1) in 9 units and one restaurant unit (Use Class A3).
- The largest unit is proposed for Marks and Spencer and provides a total of 5,598 sq. metres on ground and first floor.
- Existing Boots store to be re-provided
- A 526 sq.m unit identified as a possible medical centre (Use Class D2) but for which a flexible consent was granted to include a range of town centre, office and leisure uses (within Use Class B1 (a), A2, D1, D2).

##### *Hotel:*

- A hotel comprising 190x rooms, conference, gym and spa facilities as well as a restaurant at 21<sup>st</sup> floor level

##### *Residential:*

- A total of 392x flats in Towers 1 and 2 providing 53% one bedroom flats and 47% two bedroom.
- Amenity space provided in the form of roof gardens and private balconies

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### *Car Parking and Servicing:*

- A net increase of 380x spaces provided by a new 275x space Green Car Park over four levels, a 96x space extension to the existing Yellow Car Park over four levels and a new 55x space half-level extension to the Red Car Park (minus a loss of 46x spaces to accommodate new spiral ramps and bridges)
- The new Green Car Park would be accessed from the existing Red Car Park via bridges connecting the two. The two existing spiral ramps to the north of the Red Car Park would be demolished and replaced by one two-way spiral ramp
- Servicing of the retail units and hotel would be via the existing service yard accessed via the ramp onto Victoria Way

### *Energy Centre:*

- A new Combined Cooling, Heat and Power (CCHP) plant to generate low-carbon electricity, heating and cooling for the development. This would be positioned to the north of the Red Car Park adjacent to the proposed spiral ramp

### *Highway Works:*

- Cawsey Way is to be closed and High Street extended to connect to Victoria Way; new bus stops and taxi ranks would be provided
- High Street would operate one-way westbound and for buses, taxis and local servicing and access only. An eastbound cycle lane would be provided
- Improvements to pavements and pedestrian crossings and new crossings. Alterations to existing junctions with Forge End, Church Street West and Goldsworth Road
- The central reservation of Victoria Way would be widened and tree planting re-provided

### Previously Approved Section 73 application (PLAN/2017/0006):

A section 73 application has been granted in January 2017; this application approved various amendments including the following:

- Non-implementation of the Yellow Car Park extension
- Provision of 142x fewer parking spaces
- Approximately 1,000m<sup>2</sup> less retail floorspace
- Change to cladding material of stairwells of Towers 1 and 2
- Provision of 6x more hotel rooms
- Provision of 2x fewer residential units
- Omission of the basement level gym and spa serving the hotel
- Increase the maximum height of the hotel tower by 1.7m and Towers 1 and 2 by 1.45m

### **SUMMARY OF PROPOSED DEVELOPMENT**

The current proposal is a Section 73 application to amend the approved plans of the consented Victoria Square development (PLAN/2014/0014). The plans include most of the amendments previously approved under PLAN/2017/0006; the current proposed amendments are summarised below:

- Provision of 37x additional residential units
- Associated alteration to housing mix resulting in a higher proportion of studio (27x additional) and one bedroom apartments (29x additional) and a lower proportion of two bedroom flats (19x fewer).
- Provision of an additional escape stairwell on the eastern elevation of both residential Towers 1 and 2

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- Provision of 317x net additional parking spaces, which is 63x fewer than the originally consented scheme but 79x more than the previously consented Section 73 application (PLAN/2017/0006)
- Provision of larger full-deck extension to the Red Car Park
- Decrease in height of the lift cores of Towers 1 and 2 by 1.3m and an increase in height of the main body of each tower by 0.8m
- Increase in height of energy centre by 1.125m
- Alterations to hotel including the provision of one fewer bedroom internal reconfigurations and external alterations to fenestration
- Re-location of residents' internal amenity space and creation of combined concierge and management facility
- Re-location of cycle storage to single combined space at basement level with dedicated lift access

### **PLANNING ISSUES**

1. The proposal is a Section 73 application to amend the approved plans of the consented Victoria Square development (PLAN/2014/0014) as outlined above. The development has commenced on site and the principle of the development has already been established under the original permission, which was considered to result in significant public benefits in providing new housing, enhanced retail provision, public realm and highways improvements and a visual enhancement of the town centre. The assessment under this application is therefore focused on the proposed changes which are outlined and assessed in detail below.

#### **Additional Residential Units and Housing Mix:**

2. The proposed amendment includes the creation of a total of 37x additional residential units, increasing the total number of units from 392x to 429x and this would consequently alter the housing mix of the proposal. Figure 1 below compares the original unit numbers and housing mix with the current proposal.

<b>Figure 1 - Unit number and mix comparison</b>		
<b>Unit Size</b>	<b>Original Consented Scheme (PLAN/2014/0014)</b>	<b>Current proposed scheme</b>
<b>Studio</b>	5 (1%)	32 (7.5%)
<b>1 bed</b>	203 (52%)	232 (54%)
<b>2 bed</b>	184 (47%)	165 (38.5%)
<b>Total</b>	<b>392</b>	<b>429</b>

3. As outlined above, overall the proposal would result in a higher proportion of studio (27x additional) and one bedroom apartments (29x additional) and a lower proportion of two bedroom flats (19x fewer). The additional units would be created by substituting the previously proposed split-level duplex apartments at levels 24-34 of Tower 1 and levels 20-28 of Tower 2 with a mixture of two bedroom and one bedroom units. The previously proposed two bedroom units in the south-west corner of Tower 1 at levels 2-28 would be substituted with a one bedroom and studio unit on each floor. The

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proposed additional units would therefore be contained within the consented building envelope with no additional external volume and the only external manifestation of the additional units would be the additional balconies described in Paragraph 22.

4. The NPPF (2018) and Core Strategy policy CS25 (2012) promote a presumption in favour of sustainable development. 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 Core Strategy policy CS10 seeks to ensure that sufficient homes are built in sustainable locations where existing infrastructure is in place and that new residential development should seek to maximise the efficient use of land. Core Strategy (2012) policies CS1 and CS2 establish Woking town centre as the primary focus of sustainable growth including high density redevelopment of existing sites in the town centre. The site constitutes previously developed land within the designated Urban Area, within Woking town centre and within the 400m-5km (Zone B) Thames Basin Heaths Special Protection Area (SPA) buffer zone. The provision of 37x additional units as part of what is already a major town centre mixed use scheme can therefore be considered acceptable in principle and consistent with the aims of the Development Plan, subject to the considerations below.
5. The proposal would increase the overall density of the proposed development; the original scheme resulted in a housing density of 140dph across the site as a whole and the proposal would increase this to 154dph across the whole site. Whilst the density would inevitably increase, the proposal is still considered an acceptable form of development which would make an efficient use of land and result in an acceptable standard of amenity for future residents.

### *Housing Mix:*

6. The proposed additional units would alter the overall housing mix of the proposed development. Core Strategy (2012) policy CS11 requires proposals to address local housing needs as evidenced in the Strategic Housing Market Assessment (SHMA) which identifies a general need for family accommodation of two bedrooms or more. The most recent published SHMA (September 2015) is broadly similar to the mix identified in policy CS11. Figure 2 below shows the comparison between the need for different sizes of homes across the West Surrey SHMA (September 2015), and the number and percentage of the housing by bedrooms size as proposed in the application.

<b>Figure 2 - Proposed housing mix compared to 2015 SHMA</b>			
<b>Unit Size</b>	<b>2015 SHMA split of all dwellings by size</b>	<b>Proposal – Total number of dwellings by size</b>	<b>% of dwellings proposed by size</b>
<b>1 bed</b>	<b>20%</b>	264	<b>61.5%</b>
<b>2 bed</b>	<b>30%</b>	165	<b>38.5%</b>
<b>3 bed</b>	<b>35%</b>	0	<b>0%</b>
<b>4 bed</b>	<b>15%</b>	0	<b>0%</b>
<b>5 bed</b>		0	<b>0%</b>
<b>Total</b>	<b>100%</b>	<b>429</b>	<b>100.0%</b>



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7. The majority of the units in the originally consented scheme were one bedroom (53%), the current proposal would also deliver a majority of one bedroom units but at a higher proportion (61.5%) with the remaining 38.5% being two bedroom.
8. Woking Core Strategy (2012) policy CS11 states that *“Lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments. Equally, lower proportions of smaller units will be acceptable in areas of existing low residential density where the character of the area will not be compromised”*. The Victoria Square scheme is a high density mixed use development in Woking Town Centre where lower levels of two bedroom units can be supported and where the use of land and buildings should accommodate additional residential units as efficiently as possible. The proposed scheme is still considered to offer a good mix of different housing types and a good proportion of two bedroom units appropriate to the high density nature of the development and the surrounding area. The proposed housing mix is also considered generally consistent with other recently consented town centre developments.
9. Overall the proposed housing mix is considered acceptable given the location of the proposal site.

### *Quality of Accommodation:*

10. Although the Council has no minimum dwelling size standards, the National Technical Housing Standards (2015) offers a useful guide to recommended minimum space standards and the proposed additional flats would be generally consistent with these. All the proposed flats would have access to internal and external communal residential amenity spaces (as discussed in paragraph 29-31). The applicant has provided a BRE daylight assessment assessing the daylighting to habitable rooms in the additional flats which indicates a high degree of compliance with the BRE Benchmark Standard and where rooms fall below the recommended best practice guidance they generally do so marginally. The scheme overall retains a high degree of compliance with the BRE Benchmark Standard and a good standard of accommodation. Overall the proposed additional residential units are considered to achieve an acceptable size and quality of accommodation.

### Car Parking:

11. The consented Victoria Square development proposed 380x net additional parking spaces in the form of a 96x space extension to the existing Yellow Car Park, a new Green Car Park with 275x spaces and a new 55x space half-deck extension to the Red Car Park (minus the loss of 46x spaces to accommodate new spiral ramps and bridges).
12. The extension to the Yellow Car Park is no longer proposed; the Yellow Car Park was also omitted from the previously approved Section 73 application (PLAN/2017/0006). Overall the consented Section 73 application resulted in 238x net additional parking spaces which was 142x fewer than the originally consented scheme (PLAN/2014/0014).
13. The original scheme included the erection of a half-deck extension to the Red Car Park above the former ‘Toys R Us’ store, providing a total of 55x spaces. The current proposal includes the erection of a full deck extension to the roof of the Red Car Park. The proposal seeks to provide 139x additional parking spaces in the extended Red Car Park which is 84x more than the originally consented scheme. Since the original

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Victoria Square scheme was permitted, the Council has a new Parking Standards SPD (2018) which sets minimum parking standards (for example 0.5 spaces per one bedroom flat). These standards however state that provision below the minimum can be considered in Woking Town Centre.

14. Overall the current proposal would result in 317x net additional parking spaces which is 63x fewer than the originally consented scheme (PLAN/2014/0014) however this would be 79x more than the previous Section 73 application (PLAN/2017/0006). The difference in parking provision between the three applications is summarised in Figure 3 below.

<b>Figure 3 - New Car Parking Provision Comparison</b>			
	<b>No. of Spaces approved under PLAN/2014/0014</b>	<b>No. of Spaces approved under Section 73 (PLAN/2017/0006) (With difference in brackets)</b>	<b>No. of Spaces Currently Proposed (with difference in brackets)</b>
<b>New Green Car Park</b>	275	229 (-46)	<b>224 (-51)</b>
<b>Yellow Car Park extension</b>	96	0 (-96)	<b>0 (-96)</b>
<b>Red Car Park extension</b>	55	55 (0)	<b>139 (+84)</b>
<b>Loss of existing Red Car Park spaces due to new ramp and bridges to Green Car Park</b>	-46	-46 (0)	<b>-46 (0)</b>
<b>Total new spaces</b>	426	284 (-142)	<b>363 (-63)</b>
<b>Total NET additional spaces</b>	<b>380</b>	<b>238</b>	<b>317</b>

15. The current proposal would deliver 79x more spaces than the consented Section 73 application. The proposal would provide 37x additional residential units however this increase in units is catered for by the corresponding increase in parking spaces compared to the previous Section 73 application which is at least equivalent to one space per unit, with an additional 42x spaces to serve the overall development. The proposed increase in residential units is therefore catered for by a proposed increase in parking spaces. The applicant has also confirmed that the relevant additional cycle parking would be accommodated in the communal cycle store.
16. The current application is accompanied by a revised Transport Statement which seeks to justify the changes to car parking provision outlined above. This confirms that the baseline conditions in terms of the traffic flows in the area have not altered materially since the Victoria Square application was originally approved and these form the basis of the assessment of the current application.

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17. The Transport Statement concludes that the additional units would result in a marginal increase in two-way traffic movements however this would be balanced with a reduction in two way movements resulting from the decrease in the level of retail floor space (outlined in Figure 4 below). The conclusion of the Transport Statement that there would be an overall reduction in two way traffic trips and that there would be no detrimental impact on the local highway network. The County Highway Authority has reviewed the proposal and raises no objection.
18. In terms of parking provision, whilst the proposal would deliver 63x fewer spaces than the originally consented scheme (PLAN/2014/0014), the starting point is considered the previous Section 73 application which has consent and the proposal would deliver 79x more spaces than this scheme. The additional spaces would contribute towards the parking demand for both the residential and commercial element as well as the town centre generally. Overall the proposal is considered to achieve an acceptable level of parking provision considered the town centre location of the development and is considered acceptable in transportation terms generally.

### External Alterations:

#### *Additional Stairwells:*

19. The residential towers in the original scheme were served by one escape stairwell and a bank of three lifts in the core of the building. The revised proposal includes the addition of a second escape stairwell to both Towers 1 and 2. Whilst not a statutory Building Control requirement, the additional staircases would provide an alternative means of escape in the event of a fire and are being proposed as an additional safety measure in the development. The visual impact of the additional staircase must however be assessed.
20. Both residential towers were originally designed roughly in an 'H-Plan' layout with recessed areas on the east and west elevations of both towers measuring 4.5m in width and 3.5m in depth running the full height of the towers. The proposed additional stairwells would be positioned in the recessed area on the eastern elevations of both towers. The stairwells would be clad in the same vertical metal blade grilling as the stairwell on the western elevation. It is acknowledged that the additional stairwell would largely infill a recessed area which previously served to break-up the eastern elevations, however the stairwell would still be set-back 0.7m from the edge of protruding pillar elements which previously framed the recessed area. There would therefore still be recessed elements on the eastern elevations which provide relief and visual interest to these elevations. Furthermore, the contrasting materials of the stairwells compared to the rest of the towers is considered to serve to break-up the bulk, massing and appearance of these elevations. The towers would retain the recessed areas on the western flank elevations of both towers.
21. Overall the towers are considered to present balanced and well-considered elevations with high quality materials. The proposed external changes are considered to result in a development which is visually acceptable and is not considered to materially alter the impact on the character of the surrounding area compared to the previously consented scheme.

#### *Additional Balconies:*

22. The substitution of the previously approved split-level duplex apartments creates a requirement for additional balconies on the upper floors of the residential towers

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where there previously were none. The proposed balconies would be at levels 21, 23, 25, 27, 29 and 31 of Towers 1 and 2; the balconies would match the design and proportions of other balconies on the buildings and would generally be positioned where other balconies would be positioned above and below them in the same position. Overall the additional balconies are considered a visually acceptable addition which would not materially alter the overall appearance of the development.

### *Red Car Park Extension:*

23. The original Victoria Square application included a half-deck extension to the roof of the Red Car Park providing a total of 55x spaces. The current proposal includes the continuation of the extension to provide a full deck extension across the entire roof of the Red Car Park providing a total of 84x spaces. The extension would be a logical completion of the consented half-deck extension and is considered to be consistent with the overall form and character of the Red Car Park. The extension to the Red Car Park is therefore considered visually acceptable. The additional bulk of the single deck extension to the Red Car Park is considered to be relatively modest and is not positioned within close proximity to any residential units. The car park extension is not therefore considered to result in an undue loss of light or overbearing impact on neighbours.

### *Changes to Height:*

24. The overall height of the lift cores of the proposed residential towers would decrease by 1.3m and an increase in height of the main bodies of the residential towers by 0.8m is proposed. The proposal includes an increase in height of the proposed energy centre by 1.125m; this is considered a relatively minor increase in height and the energy centre is positioned in a relatively discreet location between the Red Car Park spiral ramp and the Peacocks Centre. These changes in height are considered modest changes which would not materially alter the overall scale and appearance of the development.

### *Changes to Hotel:*

25. The internal reconfiguration of the hotel requires some alterations to the external façade including the omission of certain window openings and alterations to the arrangement of cladding and window openings. However these changes are not considered to materially alter the overall appearance of the external elevations of the hotel element.

### *Changes to New Court glazed roof and shop frontages:*

26. The Victoria Square development would create an enclosed retail forecourt space (New Court) approximately where the original bandstand was positioned. The proposal would alter the size of roof glazing modules to smaller modules and the roof is now proposed to be supported by a column within New Court. The glazing modules in the proposed shop fronts would also be reduced in size. These changes are not considered to materially alter the overall appearance or functionality of the space and are considered acceptable.

### Changes to Commercial Floorspace:

27. There are proposed changes to the proportion of commercial floor space for different uses however this is largely the same as that approved under the previous Section 73 application. M&S will remain the anchor unit however the size of this unit would

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reduce from 5,598m<sup>2</sup> to 4,644m<sup>2</sup>; this is in accordance with the operational requirements of the tenant. Some of this floorspace would be given over to 3x additional retail units (SU11, SU12 and SU13) facing onto Commercial Way. The overall reduction in retail floorspace is primarily due to the increased 'back-of-house' requirements for the hotel, the larger size of the medical facility and additional service corridors serving the retail units. The medical facility would be approximately 100m<sup>2</sup> larger than originally consented. The overall floorspace figures in comparison to the approved scheme and previous Section 73 application are outlined in Figure 4 below.

**Figure 4 - Floorspace Summary**

Previously approved equivalent figures shown for:

- the original proposal (PLAN/2014/0014);
- *for the previously approved Section 73 application (PLAN/2017/0006) 'MMA1' in italics;*
- **for the currently proposed scheme in bold.**

	No. of Units	Total No. of Units	Floorsspace (sq.m)	Composite Floorspace (sq.m)
<b>Residential Tower 1</b>	216 – Original (214) – <i>MMA1</i> <b>249 – Current</b>	392 – Original (390) – <i>MMA1</i> <b>429 – Current</b>	20,306 – Original (20,327) – <i>MMA1</i> <b>20,389 – Current</b>	36,912 - Original (36,690) – <i>MMA1</i> <b>36,532 – Current</b>
<b>Residential Tower 2</b>	176 – Original (176) – <i>MMA1</i> <b>180 – Current</b>		16,606 – Original (16,362) – <i>MMA1</i> <b>16,143 – Current</b>	
<b>Hotel</b>	190 – Original (196) – <i>MMA1</i> <b>189 – Current</b>			19,447 – Original (18,039) – <i>MMA1</i> <b>17,927 – Current</b>
<b>Retail</b>	Marks and Spencer		5,598 – Original (4,643) – <i>MMA1</i> <b>4,644 – Current</b>	10,967 – Original (9,930) – <i>MMA1</i> <b>9,967 – Current</b>
	Boots		2,810 - Original (2,562) – <i>MMA1</i> <b>2,562 – Current</b>	
	Other Retail Units 7x – Original (10x) – <i>MMA1</i> <b>9x – Current</b>		2,031 – Original (2,291) – <i>MMA1</i> <b>2,281 – Current</b>	
	Restaurant		528 – Original (433) – <i>MMA1</i> <b>480 – Current</b>	
<b>Medical Centre</b>	1		526 – Original (617) – <i>MMA1</i> <b>617 – Current</b>	
<b>Car Parking Spaces (net)</b>	380 – Original (238) – <i>MMA1</i> <b>317 – Current</b>			

28. Overall the revised proposal would result in approximately 1,000m<sup>2</sup> less retail floorspace than the originally consented scheme. However the scheme would still deliver a large anchor store for M&S and the additional retail units are considered to further enhance the retail offering of the town centre and would maintain active frontages on Commercial Way. Overall the revised scheme is considered to compliment and enhance the retail function of the town centre and is considered to

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deliver the same significant public benefits as the consented scheme in terms of retail space provision and enhancement.

### Changes to residents' amenity spaces, concierge and cycle storage:

29. Various internal alterations are proposed to the layout of the residential element of the development. The originally consented scheme included an internal residents' amenity space at level 2; this would be relocated to two separate spaces at the top floor of each residential tower and replaced with a combined concierge and delivery pick-up space. The residents' amenity spaces would include co-working space, a communal kitchen, multi-function area and TV/fil lounge. The overall floorspace allocated to residential amenity would be approximately double that previously consented.
30. The residential cycle storage is now proposed to be in a single consolidated space in the basement of Tower 1 with a dedicated, secure lift access; this would serve all the residential units in the development. A previous cycle store on level 4 of Tower 2 would become a residents' gym serving both towers.
31. Overall the proposed internal reconfigurations are considered acceptable and would increase the size and quality of amenity spaces and facilities for future residents.

### Changes to Hotel:

32. The originally consented hotel featured 190x bedrooms. The current proposal is for 189x bedrooms which is one fewer than the original scheme and 7x fewer than the previously permitted Section 73 application. In addition, various internal reconfigurations of the internal and 'back-of-house' areas is proposed to suit the requirements of the prospective operator however these changes are not considered to materially alter the overall acceptability of the hotel element.

### Impact on Wind Microclimate:

33. The application is accompanied by an addendum to the original Wind Assessment which concludes that the proposed physical changes to the scheme currently proposed would result in wind conditions which are similar to those in the previous scheme.

### Changes to Development Plan and Site Context:

34. Since the Victoria Square scheme was originally permitted there have been several changes to the local Development Plan as summarised below:
  - The Development Management Policies Development Plan Document has been adopted (October 2016).
  - The new Parking Standards SPD has been adopted (April 2018)
  - The revised National Planning Policy Framework has been published (July 2018)
35. These policies are not considered to materially alter the acceptability of the scheme overall.
36. There have also been changes to the site context around the development; Woking Market has been re-located to Market Walk, the new Woking Fire Station has been completed and there have been various planning permissions granted for developments in the town centre. In addition, the permission for the 'Altura' scheme opposite the proposal site has lapsed. The changes to the site context have been

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taken account of in the current proposal and the submitted Environmental Statement but the conclusion remains the same.

37. In addition to the above, the War Memorial in Jubilee Square was listed by Historic England at Grade II on 03/07/2017. The submitted Heritage Statement Addendum concludes that the proposed development would preserve the setting of this listed building, along with other Heritage Assets in the surrounding area including Conservation Areas and the Grade II listed Christ Church which is located close to the war memorial in Jubilee Square. Overall the proposed Section 73 application is considered to preserve the special character and setting of Heritage Assets and the proposal is considered acceptable in this regard.

### Affordable Housing:

38. Policy CS12 'Affordable Housing' of the Woking Core Strategy (2012) requires new developments to deliver 40% affordable housing, subject to viability. The original Victoria Square scheme was unviable in affordable housing terms. However the Victoria Square development is an initiative promoted by Woking Borough Council and is undertaken by Victoria Square Woking Limited (VSWL); a joint venture company of which the Council owns 48% and as part of the Council's commitment to the initiative, and in recognition that the scheme itself could not deliver any affordable housing, the Council undertook to do so in substitution. In June 2014, the Executive recommended to Council the allocation of £18million to Thameswey Housing Ltd to provide affordable homes near Woking Town Centre in lieu of provisions in the Victoria Square development. The Council, at its meeting on 10 July 2014, approved the use of resources for that purpose.
39. The Council's Chief Executive, as director of VSWL, advises that the revised number of units in the Victoria Square scheme, proposed by the current planning application, reflects the market assessment of the best alignment between housing needs and the provision of homes that are attainable, and within the price range that the target group of 21-40 year old professionals can afford. In light of this, and the background of the financial arrangements the Council has already made, it is not possible to provide any additional affordable homes on site or provide more resources for further offsite provision.
40. Nevertheless, the original Section 106 Agreement included an Overage Agreement which seeks to ensure an appropriate affordable housing contribution is made in the event that the scheme becomes more profitable than anticipated. This would be included in the new S106 Agreement secured as part of the current proposal and would include the proposed 37x additional dwellings. Subject to the Overage Agreement being included in the new S106 Agreement, the proposal is considered acceptable in this regard.

### Impact on the Thames Basin Heaths Special Protection Area (SPA):

41. The SPAs in this area are internationally-important and designated for their interest as habitats for ground-nesting and other birds. Core Strategy (2012) policy CS8 requires new residential development beyond a 400m threshold, but within 5km of the SPA boundary, to make an appropriate contribution towards the provisions of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM).
42. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL) however the SAMM element of the

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SPA tariff is required to be addressed outside of CIL. Whilst the SPA payment for the original scheme (PLAN/2014/0014) has already been paid, appropriate contributions would be required for the proposed 37x additional residential units.

43. A total SAMM contribution of **£18,611** would be required in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015 as a result of the net gain of 37x one bedroom dwellings which would arise from the proposal; this can be secured through a S106 Agreement.
44. In view of the above, the Local Planning Authority is able to determine that the development would have no significant effect upon the SPA and therefore accords with Core Strategy (2012) policy CS8 and the 'Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015'.

### Environmental Impact Assessment (EIA):

45. An assessment was undertaken on the original application to consider the effect of the proposed development in combination with other committed developments in terms of the potential to give rise to cumulative effects in accordance with the Environmental Impact Assessment (EIA) Regulations (2017) (as amended). An Environmental Statement was submitted with the original application which concluded that no significant cumulative effects were predicted. An updated Environmental Statement has been provided with the current application taking account of the proposed changes to the plans. The conclusion of the Environmental Statement however remains the same.

### **CONCLUSION**

46. Overall the proposed changes to the consented scheme are considered to have an acceptable impact in terms of housing mix and in transportation terms and are considered to result in an acceptable impact on the overall character of the development and surrounding area. The scheme is considered consistent with originally consented scheme and is considered to deliver the same public benefits in delivering new housing, enhanced retail provision, public realm and highways improvements and a visual enhancement of the town centre. The proposal therefore accords with the Development Plan and is recommended for approval.

### **PLANNING OBLIGATIONS**

The S106 Agreement for the original Victoria Square application has been signed however a Deed of Variation will be required to tie the new permission to the original. The obligations which will be secured under the S106 are summarised below. The financial contributions are subject to indexation.

	<b>Obligation</b>	<b>Reasons</b>
1.	Education £710,854.59	To address Policy CS16
2.	Open Space, Sports Provision & Maintenance £987,210.26	To address Policies CS16 and CS17
3	Sustainable transport £700,000	To address Policy CS18
4.	Travel Plan monitoring £6,150	
5.	S278 Agreement to undertake highway works	To address Policy CS18
6.	Public art	To address Woking's Public Art Strategy
7.	Wifi in the town centre	To address Policy CS2
8.	Provision of Health facilities	To address Policy CS19
9.	Jobs and apprenticeships for local people	To address Policy CS15



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10.	Underground storage tanks management and maintenance	To address Policy CS9
11.	Management company to be set up	To address Policies CS21, CS22 and CS25
12.	Affordable Housing Overage Agreement, including any change to the maximum 'additional sum' resulting from the additional units	To address Policy CS12
13.	Thames Basin Heath SPA SAMM payment of £18,611 for the 37x additional units	To address Policy CS8
Total: £2,422,825.85		

N.B. The required Thames Basin Heath SPA payment for the original application (PLAN/2014/0014) has already been provided

### **BACKGROUND PAPERS**

1. Site Notices
2. Consultation responses
3. Planning Statement dated April 2018
4. Environmental Statement Main Text dated April 2018
5. Environmental Statement Technical Appendices dated April 2018
6. Design and Access Statement dated March 2018
7. Sustainability Statement Addendum dated December 2016

### **PLANNING CONDITIONS**

As this is a Section 73 application, this application would effectively issue a new planning permission for the development. Some of the planning conditions have been discharged so it is therefore necessary to re-word the planning conditions to ensure compliance with details which have been agreed.

### **RECOMMENDATION**

GRANT Planning Permission subject to the following conditions and Deed of Variation to S106 Agreement:

1. The development for which permission is hereby granted must be commenced not later than 26<sup>th</sup> March 2020.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans listed below unless otherwise agreed in writing by the Local Planning Authority:

Drawing Number	Drawing Title	Rev.
	<b>Highway Drawings</b>	
VD15278-05-0101	Woking Town Centre PHASES 3, 4, 5 PHASE 5 GENERAL ARRANGEMENT	<b>J</b>
VD15278-02-0101	PHASE 2 GENERAL ARRANGEMENT SHEET 1 OF 6	<b>K</b>
VD15278-02-0102	PHASE 2 GENERAL ARRANGEMENT SHEET 2 OF 6	<b>K</b>
VD15278-02-0103	PHASE 2 GENERAL ARRANGEMENT SHEET 3 OF 6	<b>N</b>
VD15278-02-0104	PHASE 2 GENERAL ARRANGEMENT SHEET 4 OF 6	<b>K</b>
VD15278-02-0105	PHASE 2 GENERAL ARRANGEMENT SHEET 5 OF 6	<b>F</b>
VD15278-02-0106	PHASE 2 GENERAL ARRANGEMENT SHEET 6 OF 6	<b>G</b>

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VD15278-04-010	PHASES 3, 4, 5 PHASE 4 GENERAL ARRANGEMENT SHEET 1 OF 2	E
VD15278-04-0102	PHASES 3, 4, 5 PHASE 4 GENERAL ARRANGEMENT SHEET 2 OF 2	F
VD15278-04-010	Woking Town Centre PHASES 3, 4, 5 PHASE 3 GENERAL ARRANGEMENT Sheet 1 of 3	E
VD15278-03-0102	PHASES 3, 4, 5 PHASE 3 GENERAL ARRANGEMENT SHEET 2 OF 3	F
VD15278-03-0102	PHASES 3, 4, 5 PHASE 3 GENERAL ARRANGEMENT SHEET 3 OF 3	F
	<b>Landscape Drawings</b>	
OX4721-12-100	Landscape Masterplan	T03
OX4721-12-103	Landscape Plan (sheet 1 of 2)	T13
OX4721-12-104	Landscape Plan (sheet 2 of 2)	T17
OX4721-12-105	Tree Retention and Removal Plan	T03
OX4721-12-200	Landscape Elevation Victoria Square	T04
OX4721-12-201	Landscape Elevation Victoria Way	T03
OX4721-12-202	Landscape Elevation New Court	T03
OX4721-12-121	Cycle Parking	T04
	<b>Existing Plans - Wolsey Place, Export House, Red Car Park &amp; Yellow Car Park</b>	
BNYMA(02)B101	Existing Lower Ground Floor Plan of Export House, Toys R Us, Service Yard & Bandstand Mall	C00
BNYMA(02)0001	Existing Ground Floor Plan of Export House, Wolsey Place, Globe house & Fire Station	C00
BNYMA(02)0501	Existing Mezzanine Plan of Red Car Park, Bandstand Mall Roof & Mezzanine Level of Yellow Car Park	C00
BNYMA(02)1001	Existing First Floor Plan of Export House, Wolsey Place, Globe House & Fire Station	C00
BNYMA(02)1002	Existing Levels 1 & 2 of Red Car Park & Level 1 Yellow Car Park	C00
BNYMA(02)2001	Existing Roof Plan of Wolsey Place & Export House Podium	C00
BNYMA(02)2002	Existing Levels 3 & 4 of Red Car Park & Level 2 Yellow Car Park	C00
BNYMA(02)3001	Existing Levels 5 & 6 of Red Car Park & Level 3 Yellow Car Park	C00
BNYMA(02)4001	Existing Levels 7 & 8 of Red Car Park & Level 4 Yellow Car Park	C00
BNYMA(02)5001	Existing Levels 9 & 10 of Red Car Park	C00
	<b>Existing Elevations &amp; Sections - Wolsey Place, Export House, Red &amp; Yellow Car Park</b>	
BNYMA(02)GE01	Existing North, South & West Elevations of Export House & Wolsey Place	C00
BNYMA(02)GE02	Existing Elevations of the Yellow Car Park & Part South Elevation of Blue Car Park	C00
BNYMA(02)GE03	Existing Elevations of Wolsey Place Service Yard at Western End	C00
BNYMA(02)GE04	Existing Elevations of Red Car Park	C00
BNYMA(02)GS01	Existing Sections 1-1, 2-2 & 3-3	C00
	<b>Demolition Drawings</b>	
BNYMA(05)B101	Demolition: Lower Ground Floor Plan of Export House	C00
BNYMA(05)0001	Demolition: Ground Floor Plan of Export House & Wolsey Place, Globe House & Fire Station	E00
BNYMA(05)1001	Demolition: First Floor Plan of Export House & Wolsey Place, Globe house & Fire Station	E00
BNYMA(05)2001	Demolition: Roof Plan of Wolsey Place & Podium of Export House	E00
BNYMA(05)2002	Demolition: Existing Levels 1 & 2 of Red Car Park & Level 1 of Yellow	E00

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	Car Park	
BNYMA(05)GE01	Demolition: North Elevation, South & West Elevations of Export House & Wolsey Place	<b>C00</b>
BNYMA(05)GE02	Demolition: Exist Elevations of Yellow Car Park & Part South Elevation of Blue Car Park	<b>C00</b>
BNYMA(05)GE03	Demolition: Existing Elevations of Wolsey Place Service Yard at Western End	
BNYMA(05)GE04	Demolition: Existing Elevations of the Red Car Park	<b>C00</b>
	<b>Application Boundary Drawings</b>	
BNY-SA(08)0001	Site Location Plan - Application Boundary - Ground Floor Level	<b>E00</b>
BNY-SA(08)0002	Site Location Plan - Overall Application Boundary	<b>E00</b>
BNY-SA(08)0101	Site Location Plan - Application Boundary – Above Ground Floor Level	<b>E00</b>

	<b>Typical Bay Elevations</b>	
BNYMA(08)AL05	Bay Elevation 05 (Hotel)	<b>E01</b>
BNYMA(08)AL06	Bay Elevation 06 (Hotel)	<b>E01</b>
BNYMA(08)AL07	Typical Bay Elevation 13 - New Spiral Ramp to Red Car Park	<b>C01</b>
BNYMA(08)AL11	Bay Elevation 11 (Victoria Way)	<b>E01</b>
BNYMA(08)AL12	Bay Elevation 12 (Victoria Way)	<b>E01</b>
BNYMA(08)AL17	Bay Elevation 17 Tower 1	<b>E01</b>
BNYMA(08)AL20	Bay Elevation 20 Tower 1 Typical Stone Cladding	<b>E01</b>
BNYMA(08)AL22	Bay Elevation 22 (Commercial Way)	<b>E01</b>
BNYMA(08)AL24	Bay Elevation 24 (Commercial Way)	<b>E01</b>
BNYMA(08)AL25	Bay Elevation 25 (Victoria Way)	<b>E01</b>
	<b>Energy Centre, Red Car Park &amp; Yellow Car Park Plans</b>	
BNYYCP(08)G01	Elevation 01 – South Elevation Looking North at Red Car Park	<b>E00</b>
BNYYCP(08)0001	Proposed Ground Floor Plan of Toys R Us, Energy Centre & with proposed UKPN substations	<b>E00</b>
BNYYCP(08)M01	Proposed Mezzanine Plan Red Car Park, Bandstand Mall Roof & Mezzanine Level Yellow Car Park	<b>E00</b>
BNYYCP(08)0101	Proposed Levels 1 & 2 of Red Car Park, Level 1 of Yellow Car Park & Level 1 of Energy Centre	<b>E00</b>
BNYYCP(08)0201	Proposed Levels 3 & 4 of Red Car Park, Level 2 Yellow Car Park & Level 2 of Energy Centre	<b>E00</b>
BNYYCP(08)0301	Proposed Levels 5& 6 of Red Car Park & Level 3 of Yellow Car Park	<b>E00</b>
BNYYCP(08)0401	Proposed Levels 7 & 8 of Red Car Park, Level 4 Yellow Car Park & Level 3 of Energy Centre	<b>E00</b>
BNYYCP(08)0501	Proposed Levels 9 & 10 of Red Car Park & Roof of Energy Centre	<b>E00</b>
BNYYCP(08)0601	Proposed Level 11 of Red Car Park (New Half-deck)	<b>E00</b>

	<b>GA Plans - Scheme Floor Plans</b>	
BNYMA(08)0001	GA Proposed Lower Ground Floor Plan	<b>E01</b>
BNYMA(08)0010	GA Proposed Upper Ground Floor Plan	<b>E02</b>
BNYMA(08)0101	GA Proposed 1st Floor Plan	<b>E02</b>
BNYMA(08)0201	GA Plan 2nd Floor (Car Parking 01 with Residential Apartments)	<b>E01</b>
BNYMA(08)0301	GA Plan 3 <sup>rd</sup> Floor (Car Parking 02 with Residential Apartments)	<b>E01</b>
BNYMA(08)0401	GA Plan 4 <sup>th</sup> Floor (Car Parking 03 with Residential Apartments)	<b>E01</b>
BNYMA(08)0501	GA Plan 5 <sup>th</sup> Floor (Car Parking 04 with Residential Apartments)	<b>E01</b>
BNYMA(08)0601	GA Plan 6 <sup>th</sup> Floor (Hotel Ballroom with Residential Apartments)	<b>E01</b>
BNYMA(08)0701	GA Plan 7 <sup>th</sup> Floor (Hotel Lobby and Plant with Residential Apartments)	<b>E01</b>
BNYMA(08)0801	GA Plan 8 <sup>th</sup> Floor (Hotel Lobby and Plant with Residential Apartments)	<b>E01</b>
BNYMA(08)0901	GA Plan 9 <sup>th</sup> Floor (Hotel with Residential Apartments)	<b>E01</b>

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BNYMA(08)1001	GA Plan 10 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1101	GA Plan 11 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1201	GA Plan 12 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1301	GA Plan 13 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1401	GA Plan 14 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1501	GA Plan 15 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1601	GA Plan 16 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1701	GA Plan 17 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1801	GA Plan 18 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)1901	GA Plan 19 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2001	GA Plan 20 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2101	GA Plan 21 <sup>st</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2201	GA Plan 22 <sup>nd</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2301	GA Plan 23 <sup>rd</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2401	GA Plan 24 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2501	GA Plan 25 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2601	GA Plan 26 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2701	GA Plan 27 <sup>th</sup> Floor (Hotel with Residential Apartments)	E01
BNYMA(08)2801	GA Plan 28 <sup>th</sup> Floor (Residential Apartments)	E01
BNYMA(08)2901	GA Plan 29 <sup>th</sup> Floor (Residential Apartments)	E01
BNYMA(08)3001	GA Plan 30 <sup>th</sup> Floor (Residential Apartments)	E01
BNYMA(08)3101	GA Plan 31 <sup>st</sup> Floor (Residential Apartments)	E01
BNYMA(08)3201	GA Plan 32 <sup>nd</sup> Floor (Residential Apartments)	E01
BNYMA(08)3301	GA Plan 33 <sup>rd</sup> Floor (Residential Apartments)	E01
BNYMA(08)3401	GA Plan 34 <sup>th</sup> Floor (Residential Apartments)	E01
	<b>GA Elevations</b>	
BNYMA(08)GE01	Site Elevation – Victoria Way	E02
BNYMA(08)GE02	Site Elevation – Commercial Way	E02
BNYMA(08)GE03	Site Elevation – Church Street (East) (Sectional)	E02
BNY-T2(08)GE02	Residential Tower T2 Elevations South & West	E01
BNY-T2(08)GE01	Residential Tower T2 Elevations North & East	E01
BNY-T1(08)GE02	Residential Tower T1 Elevations South & West	E01
BNY-T1(08)GE01	Residential Tower T1 Elevations North & East	E01
BNY-PS(08)0001	Proposed Ground Floor Plan, Elevations and Section of Proposed UKPN Substations	E00
	<b>GA Sections</b>	
BNYMA(08)GS01	Site Section A-A (Victoria Way)	E02
BNYMA(08)GS02	Site Section B-B (through Residential Towers 01 & 02 looking North)	E02
BNYMA(08)GS03	Site Section C-C (showing West Elevation to Internal Plaza)	E01
BNYMA(08)GS04	Site Section D-D (showing East Elevation to Internal Plaza)	E01
BNYMA(08)GS05	Site Section E-E (through Hotel looking South)	E02
BNYMA(08)GS06	Site Section F-F (showing South Elevation to Internal Plaza)	E01
BNYMA(08)GS07	Site Section G-G (through Hotel Conference Facilities, Car Park & Retail Units looking North)	E02
BNYMA(08)GS08	Site Section H-H (through Car Park, Retail Units & Residential Tower 02 Looking North)	E02
BNYMA(08)GS09	Site Section I-I (through Car Park, Retail Units Looking West)	E01
BNYMA(08)GS10	Site Section J-J (through Cores of Res Towers 01 & 02 looking North)	E01
BNYMA(08)GS11	Site Section K-K (through retail podium & service yard)	E01

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	<b>Proposed Flat Layouts</b>	
BNY APT 08 AL 01	Typical Studio Apartment Layout - Studio Type A	<b>E00</b>
BNY APT 08 AL 02	Typical Studio Apartment Layout - Studio Type B	<b>E00</b>
BNY APT 08 AL 03	Typical 1-Bed Apartment Layout - 1 Bed Type C	<b>E00</b>
BNY APT 08 AL 04	Typical 1-Bed Apartment Layout - 1 Bed Type D	<b>E00</b>
BNY APT 08 AL 05	Typical 1-Bed Apartment Layout - 1 Bed Type E	<b>E00</b>
BNY APT 08 AL 06	Typical 1-Bed Apartment Layout - 1 Bed Type F	<b>E00</b>
BNY APT 08 AL 07	Typical 1-Bed Apartment Layout - 1 Bed Type P	<b>E00</b>
BNY APT 08 AL 08	Typical 1-Bed Apartment Layout - 1 Bed Type Q	<b>E00</b>
BNY APT 08 AL 09	Typical 2-Bed Apartment Layout - 2 Bed Type A	<b>E00</b>
BNY APT 08 AL 10	Typical 2-Bed Apartment Layout - 2 Bed Type B	<b>E00</b>
BNY APT 08 AL 11	Typical 2-Bed Apartment Layout - 2 Bed Type C	<b>E00</b>

### **Phasing plan**

3. The development hereby approved shall be constructed in accordance with the agreed Phasing Plan received by the Local Planning Authority on 17/02/2017 and shall be complied with throughout the construction period unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the environment and general amenity of the area and to ensure a satisfactory form of development in accordance with Policy CS21 of the Woking Core Strategy 2012.

### **Construction Environmental Management Plan (CEMP)**

4. The development hereby approved shall be constructed in accordance with the agreed Construction Environmental Management Plan (CEMP) titled "Environmental Best Practice and Mitigation Measures" dated 17/05/2016 by Sir Robert McAlpine received by the Local Planning Authority on 22/11/2016. The approved CEMP shall be adhered to throughout the construction period unless otherwise agreed in writing by the Local Planning Authority. Deliveries of construction materials, plant and machinery and any removal of spoil from the site shall only take place between the hours of 0730 and 1800 Monday Friday and 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays or public holidays. Construction work which is audible outside the site boundary shall only take place between 0730 -1800 hours, Monday to Friday, 0800-1300 hours on Saturday and not at all on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate mitigation of environmental impacts arising during construction and to protect the amenities of surrounding occupiers, road and public spaces users in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

### **Construction Transport Management Plan**

5. The development hereby approved shall be constructed in accordance with the agreed Construction Transport Management Plan (CTMP) titled "Construction Transport Management Plan October 2016" by Sir Robert McAlpine and received by the Local Planning Authority on 22/11/2016. The approved CTMP shall be adhered to

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throughout the construction period unless otherwise 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 and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

### **Remediation of any ground contaminated**

6. The development hereby permitted shall take place in accordance with the 'Remediation and Discovery Plan for Contaminated Ground' document dated April 2016 and prepared by Doran. For the avoidance of doubt, any additional contamination which is discovered subsequent to the April 2016 Remediation and Discovery Plan will give rise to a requirement for the submission of addendum reports on further investigations to characterise contamination and for agreement of remedial methodologies by the LPA. The development shall be take place in accordance with these requirements.

Reason: In accordance with the National Planning Policy Framework (NPPF), to prevent the development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of contamination.

7. The development hereby approved shall take place in accordance with the Piling and Foundation Risk Assessment dated June 2016 (Doran Consulting), Analysis Report reference 640707-1A dated 23 March 2017 and Drawing reference 1C0103265-001 Tank Pull Sampling Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: There is a potential risk to groundwater within the Bagshot formation from Piling through the made ground into the aquifer. A Piling risk assessment should be completed to show that all measures are being taken to protect controlled waters.

### **Site Waste Management Plan – Demolition and Construction Phases**

8. The development hereby approved, including the demolition and site clearance works, shall take place in accordance with the agreed Site Waste Management Plan (SWMP) reference EMP05 FM01 Rev.2 by the Local Planning Authority on 22/11/2016 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development satisfies the objectives of Surrey Waste Plan Policies CW1 and Surrey Minerals Plan Core Strategy Policies MC4 and MC5 and in the interests of amenity and to ensure the appropriate provision of infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

### **BREEAM**

9. Within 3 months of the occupation of each non-domestic phase of the approved development a final Certificate shall be submitted to the Local Planning Authority certifying that BREEAM rating "Very Good" has been achieved for the development hereby approved (or such equivalent national measure of sustainable building which replaces that scheme) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policies CS21 and CS22 of the Woking Core Strategy 2012

### **Code for Sustainable Homes**

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10. The development hereby approved shall take place in accordance with the Code for Sustainable Homes Pre-Assessment Rev.C dated 16/06/2016 from Hoare Lea received by the Local Planning Authority on 22/11/2016 and within three months of the first occupation of the residential part of the development a Final Code Certificate confirming that it has achieved not less than Code for Sustainable Homes Level 4 shall be submitted to and acknowledged in writing by the Local Planning Authority.

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

### **CHP-Ready Development**

11. The development hereby approved shall take place and be retained in accordance with the 'Note - CHP Ready Development Rev.B' document dated 15/11/2016 and received by the Local Planning Authority on 22/11/2016 unless otherwise agreed in writing by the Local Planning Authority.

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

### **SUDS**

12. The development hereby approved shall be carried out and retained strictly in accordance with the Sustainable Drainage scheme detailed in the following agreed documents:

'Surface Water Drainage Design Strategy' document by Doran Consulting dated 06/10/2017

Drainage Calculations from Vectos Infrastructure Ltd dated 25/07/2017 and received by the LPA on 12/09/2017

Drainage Calculations from Vectos Infrastructure Ltd dated 17/10/2017

Drainage Calculations from Doran Consulting Limited dated 12/01/2018 and received by the LPA on 15/01/2018

Drawings numbered:

132040-DCL-MA-GA-C-20-UG-001-C-1 (Podium Drainage, Drainage Layout Ground Floor North West)

132040-DCL-MA-GA-C-20-UG-002-C-1 )Podium Drainage, Drainage Layout Ground Floor - North East)

132040-DCL-MA-GA-C-20-UG-003-C-1 (Podium Drainage, Drainage Layout Ground Floor - South West)

132040-DCL-MA-GA-C-20-UG-004-C-1 (Podium Drainage, Drainage Layout Ground Floor - South East)

132040-DCL-MA-GA-C-20-UG-007-C-1 (Podium Drainage, Drainage Schedule Storm Connections)

132040-DCL-SW-GA-C-20-XX-003-C-10 (Ground Floor Drainage Layout)

132040-DCL-SW-GA-C-20-XX-005-P-6 (Red Car Park Spiral Ramp, Drainage Layout)

132040-DCL-SW-GA-C-20-XX-006-C-6 (Drainage Construction Details Sheet 1)

132040-DCL-SW-GA-C-20-XX-007-C-6 (Drainage Construction Details Sheet 2)

132040-DCL-SW-GA-C-20-XX-009-C-8 (Proposed Storm Manhole Schedule)

132040-DCL-SW-GA-C-2D-XX-003-C-13 received by the LPA on 15/01/2018

Drawing named 'Phase 2 Drainage Proposal Proposed Tank System (Victoria Square Link)' dated 28/03/2017 and received by the LPA on 12/09/2017

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

13. The sustainable drainage scheme referred to in Condition 12 of this decision notice shall be implemented, maintained and managed in accordance with the 'Surface Water Drainage Management and Maintenance Plan' prepared by Doran Consulting dated 06/10/2017 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012.

### **Detailed drawings**

14. Detailed drawings including typical sections at scale 1:50 of each of the following building components shall be submitted to and approved in writing by the Local Planning Authority before any above ground level work in connection with that component is carried out; the development shall not be carried out otherwise than with accordance with any such approval given.

- Hotel
- Residential
- Retail podium including covered court
- Car park

Details and typical sections shall include but not be limited to:

- facades
- parapets
- balconies
- heads, cills and jambs of all openings
- entrance lobbies
- junctions with existing buildings
- junctions between proposed buildings
- roof edges
- protective screens to terraces and balconies

Reason: In order that the Local Planning Authority may be satisfied as to the design details in accordance with part 7 of the NPPF and Policy CS21 of the Woking Core Strategy 2012.

### **Materials specification and samples**

15. Notwithstanding the material details outlined on the approved plans, prior to the affixing of the final exterior material finishes of the development hereby permitted, details including samples and a written specification of the materials to be used in the external elevations and hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. Samples as agreed shall be presented on site. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the local planning authority

Reason: In the interests of the visual amenities of the area in accordance with the principles set out in the National Planning Policy Framework and Policy CS21 of the Woking Core Strategy 2012.

### **Mock ups**



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16. Full scale mock ups of typical elements as agreed in writing with the Local Planning Authority, of the following facades, shall be presented on site and approved in writing by the Local Planning Authority, prior to the affixing of the final exterior material finishes of the development hereby permitted; the development shall not be carried out otherwise than in accordance with any such approval given.

- Towers 1 & 2 'planer' elevation
- Tower 1 & 2 balcony elevation
- Tower 1 & 2 core
- Hotel tower typical elevation above level 7
- Hotel tower Victoria Way car park elevation
- Car park elevation to Victoria Way
- Commercial Way retail frontage

Reason: In order that the Local Planning Authority may be satisfied as to the design details in accordance with the NPPF and Policy CS21 of the Woking Core Strategy 2012.

### **Landscaping Scheme - approval of details**

17. Prior to the implementation of any soft landscaping in connection with the development hereby permitted, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority, which shall specify species, planting sizes, spaces and numbers of trees/ shrubs and hedges to be planted. All landscaping shall be carried out in the first planting season (November-March) following the occupation of the buildings or the completion of the development (in that phase) whichever is the sooner and maintained thereafter. Any retained or newly planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

### **Biodiversity**

18. The landscaping scheme to be submitted and approved shall include biodiversity enhancements to be agreed with the Local Planning Authority. The landscaping scheme including the biodiversity enhancements should be designed to ensure it is well-adapted to climate change, whilst also providing for biodiversity.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

### **Green / brown roof**

19. Prior to the commencement of the construction of any roof levels in association with the development hereby permitted, details shall be submitted to the Local Planning Authority of proposed green / brown roofs and the agreed details shall thereafter be implemented in the development and maintained in perpetuity unless otherwise agreed in writing.

Reason: In the interests of amenity and biodiversity and to preserve and enhance the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

**Hard Landscaping- approval of details**

20. Prior to the implementation of any hard landscaping in connection with the development hereby permitted, full details and samples of the materials to be used for 'hard' landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include proposed finished levels, means of enclosure, hard surfacing materials, minor structures, proposed and existing functional services above and below ground and existing features to be retained. The details shall include a phasing plan and the works shall be carried out as approved and completed in accordance with the phasing plan approved. The works shall thereafter be maintained as approved unless otherwise agreed in writing.

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

**Flues and chimneys**

21. Prior to the construction of the energy centre details of the height and position of any associated flues shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved, unless otherwise agreed in writing.

Reason: In the interests of the visual amenity of the building in accordance with Policy CS21 of the Woking Core Strategy 2012.

**Drainage strategy**

22. Prior to the commencement of any work above ground level for each building component hereby permitted, a Drainage Strategy setting out details of drainage and wastewater infrastructure and related on and off site works together with any phasing thereof is required to be submitted to and agreed with the Local Planning Authority. Development shall proceed only in accordance with the approved strategy.

Reason: To ensure the development makes appropriate provision of drainage infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

**Waste Strategy**

23. Prior to the first occupation of each building component of the development hereby permitted, a Waste Strategy setting out the waste and recycling management arrangements for that component, including the provision of facilities for the storage of refuse and recycling and for collection / disposal shall be submitted to and approved in writing by the Local Planning Authority. The approved strategy shall be carried out in full prior to the first occupation of that part of the development to which each phase of the strategy relates and maintained thereafter and the refuse and recycling storage facilities shall be retained for use at all times. The Waste Strategy's purpose is to ensure sustainable waste management by minimising waste production, encouraging maximum recycling and providing details of the measures to efficiently manage, collect and dispose / recycle the waste that is produced.

Reason: To ensure the development satisfies the objectives of Surrey Waste Plan Policies CW1 and Surrey Minerals Plan Core Strategy Policies MC4 and MC5 and in the interests of amenity and to ensure the appropriate provision of infrastructure in accordance with Policies CS16 and CS21 of the Woking Core Strategy 2012.

**Sound insulation / proofing**

24. Prior to the first occupation of the development hereby permitted, a fully detailed scheme for protecting development (including where appropriate any roof garden or outside amenity area) from noise shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out concurrently with the development of the site and shall then be implemented in full as agreed in writing by the Local Planning Authority before each dwelling is occupied and shall be retained thereafter.

Reason: To protect the occupants of the new development from noise disturbance in accordance with Policy CS21 of the Woking Core Strategy 2012.

25. Prior to the first occupation of the development hereby permitted, a scheme specifying the provisions to be made for protecting neighbouring residential properties from noise emanating from site shall be submitted to and approved in writing by the Local Planning Authority. Such measures as may be agreed in writing shall be fully implemented prior to the occupation of the premises and shall be retained thereafter.

Reason: To protect the occupants of neighbouring residential properties from noise disturbance in accordance with Policy CS21 of the Woking Core Strategy 2012 .

26. Prior to the installation of any fixed plant and equipment associated with air moving equipment, compressors, generators or plant or similar equipment to be installed in connection with the development hereby approved details, including acoustic specifications shall be submitted to and approved in writing by the Local Planning Authority. Noise rating of any plant shall not exceed the prevailing background noise level. The development shall be carried out strictly in accordance with the approved details and retained as such unless otherwise agreed in writing by the Local Planning Authority.

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

**Control of Emissions**

27. Prior to the first occupation of the development hereby permitted, for each building component, 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 occupation of that part of the development (or commencement of the use hereby approved). All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the approved details and retained as such thereafter.

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

**External Lighting**

28. Prior to the first occupation of the development hereby permitted, details of any external lighting including floodlighting (demonstrating compliance with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for Reduction

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of Light Pollution' and the provisions of BS 5489 Part 9) shall be submitted to and approved in writing by the Local Planning Authority. The lighting as approved shall be installed prior to the first use/ occupation of each component of the development hereby approved and maintained in accordance with these standards thereafter.

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

### **Access for disabled**

29. Prior to the first occupation of the development hereby permitted, for each building component a scheme indicating the provision to be made for disabled people to gain access to all publicly accessible buildings and spaces shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be fully implemented before that part of the development hereby permitted is (a) occupied or (b) brought into use and shall be retained thereafter unless otherwise agreed in writing.

Reason: To ensure the development is accessible to all members of the community regardless of any disability and to comply with Policy CS21 of the Woking Core Strategy 2012.

### **Transport and highways**

30. No new development shall be occupied until parking spaces have been laid out within the site in accordance with the approved phasing documents titled 'Parking spaces required to facilitate Red Car Park Works' and 'Cycle spaces to be displaced during development' received by the Local Planning Authority on 22/11/2016, for cars to be parked and manoeuvred and for loading and unloading of vehicles. These areas shall be used and retained exclusively for the designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

### **Transport and highways**

31. No new development shall be occupied until cycle parking spaces have been laid out within the site in accordance with the approved phasing plan drawing numbered OX4721-12-121 Rev.T01 received by the Local Planning Authority on 22/11/2016. The cycle parking area shall be used and retained exclusively for its designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

### **Transport and highways**

32. No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to provide:
- (a) Secure cycle parking, changing facilities, safe pedestrian & cycle routes
  - (b) Facilities for public transport ie: bus stops, bus shelters, lay-bys, real-time information
  - (c) Information for residents, staff and visitors regarding public transport, walking and

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cycling to the satisfaction of the Local Planning Authority and shall thereafter be permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

### **Disabled parking**

33. Twenty (20x) disabled parking spaces shall be provided as part of the development hereby approved in accordance with approved plans numbered BNY-MA(08)0501 E00, BNY- MA(08)0401 E00, BNY- MA(08)0301 E00, BNY-MA (08)0201 E00, YCP(08)MZ01 E00 and BNY-YCP(08) 0101 E00 received by the Local Planning Authority on 20/12/2016. The parking areas shall be constructed, surfaced and marked out in accordance with the approved plans before any part of the development is occupied and shall be retained solely for such purposes thereafter.

Reason: To provide suitable parking provision for the disabled in accordance with Woking Borough Council's Parking Standards SPD and Policy CS18 of the Woking Core Strategy 2012 and the Council's adopted parking standards.

### **Travel Plan**

34. Prior to first occupation of that part of the development the applicant shall:
- (a) Submit for the written approval of the Local Planning Authority a Travel Plan for that part in accordance with the aims and objectives Surrey County Council Travel Plan Good Practice Guide July 2010, and in general accordance with the submitted Travel Plan, dated February 2014, to promote sustainable transport and the retail offer in the town to develop this aspect of the town centre travel plan to ensure promotion of the town during the construction phase, and to include for the monitoring and auditing of the Travel Plan.
  - (b) The applicant shall implement the approved travel plan and thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with the NPPF, Woking Core Strategy and the Surrey Transport Plan.

### **Servicing Management Plan**

35. The development shall not be occupied until a Servicing Management Plan setting out provisions to control the management of deliveries to each of the commercial uses and the residential use of the site. The Plan will provide details of hours of delivery and access arrangements. The development shall be implemented in compliance with the approved plan at all times.

Reason: To ensure appropriate servicing arrangements in accordance with the Policies CS18 and CS21 of the Woking Core Strategy 2012.

### **Car Parking Management Plan**

36. The development shall not be occupied until a Car Parking Management Plan setting out provisions for the management and use of the existing/proposed parking have been submitted to and agreed in writing by the Local Planning Authority, this will include provision for the residential, hotel, retail and other uses as well as disabled, electric vehicle and car club parking. These details shall be submitted for approval by the Local Planning Authority or included in a Travel Plan and only the approved details shall be implemented and retained as approved unless otherwise agreed.

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Reason: To ensure appropriate and sustainable parking arrangements in accordance with the principles set out in the National Planning Policy Framework and Policies CS18 and CS21 of the Woking Core Strategy 2012.

### **Car Club**

37. Prior to the first occupation of the residential development the location and layout of the parking spaces and charging points (where required) for the use of a Car Club shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The spaces and charging points shall be provided and maintained in accordance with the details so approved unless otherwise agreed in writing.

Reason: In the interests of promoting sustainable modes of transport in accordance with Policy CS18 of the Core Strategy 2012.

### **Electric vehicle charging points**

38. Prior to the first occupation of the residential development the location and details of the charging points for the use of occupiers shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority. The charging points shall be provided and maintained in accordance with the details so approved unless otherwise agreed in writing. It is recommended that the electric vehicle charging points be in accordance with the Surrey County Council Vehicular and Cycle Parking Guidance Jan 2012.

Reason: In the interests of promoting sustainable modes of transport in accordance with Policy CS18 of the Core Strategy 2012.

### **Signage Strategy**

39. The development shall not be occupied until a Signage Strategy setting out provisions for way finding signs, shop front signs and building signs, to include locations for all principal signs and design guidelines, has been submitted to and approved by the Local Planning Authority, and thereafter adhered to in the development.

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

### **Permeability and 24 hour access**

40. The development shall not be occupied until arrangements to ensure maximum permeability through the development and to connect to the existing Town Centre streets and civic spaces has been submitted to and approved by the Local Planning Authority and thereafter adhered to in the development. The details shall include access routes and any restrictions in terms of time of use, closures etc. including information on the public conveniences to be provided within the scheme.

Reason: To maintain permeability in the Town Centre in accordance with Policies CS18 and CS21 of the Woking Core Strategy 2012.

### **Victoria Square**

41. The residential development hereby approved shall not be occupied prior to the practical completion of Victoria Square public realm.

Reason: In the interests of amenity and to meet the objectives for Woking Town centre in accordance with Policies CS2 and CS21 of the Woking Core Strategy 2012.

**Landscape Management Plan**

42. Prior to the occupation of the development hereby permitted, a Landscape Management Plan, including a phased programme of works, long term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The strategy should encompass all areas of open space and green infrastructure on the site and an on-going management plan for common spaces. The proposals shall be carried out and maintained as approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of biodiversity, amenity and the character and appearance of the locality in accordance with Policies CS7, CS17, CS21 and CS24 of the Woking Core Strategy 2012.

**Rooftop plant**

43. The plant room sited on the second floor shall be designed to be fully enclosed and screened, to minimise the visual impact of plant machinery on the residential properties above.

Reason: In the interests of privacy and amenity and in accordance with Policy CS21 of the Woking Core Strategy 2012.

**TV / Communication Signal Mitigation Strategy**

44. The residential and hotel elements of the development shall not be occupied until a TV / Communications Signal Mitigation Strategy setting out provisions for undertaking a post development survey to establish any interference caused by the development on TV or other communications signals and to set out provisions for mitigation. The mitigation provisions as approved shall be carried out prior to the occupation of the residential development hereby permitted and maintained as such unless otherwise agreed in writing.

Reason: To ensure appropriate mitigation of any adverse impact on TV reception and communications signals to surrounding occupiers.

**Air Quality monitoring**

45. Following the first beneficial occupation of the new development, the air quality in its immediate vicinity shall be monitored for a period of 6 months with the full details of the monitoring to be submitted to and agreed by the Local Planning Authority. Any mitigation works as may be identified as necessary as a result of the monitoring shall be provided within a timescale to be agreed with the Local Planning Authority.

Reason: To ensure acceptable air quality.

**Noise**

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

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

47. The dwellings hereby permitted shall be designed to ensure that the following noise levels are not exceeded due to environmental noise:  
Living rooms 35dB LAeq, T night

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Bedrooms 30dB LAeq, T night  
Night time 8 hours between 23.00 to 07.00  
Daytime 16 hours between 07.00 to 23.00

Reason: To ensure that occupiers and users of the development do not suffer loss of amenity due to excess noise from environmental and transportation sources in accordance with in accordance with Policy CS21 of the Woking Core Strategy 2012.

### **Community space and communal terraces**

48. The community accommodation in Towers 1 and 2 and the west and east roof gardens at second floor level including children's play area shall be maintained for communal residential use (other than that shown on drawing BNY-MAY (20) 2002 C 04) and for no other purpose and shall not be assigned to any of the flats on an individual basis.

Reason: To ensure that the requirements for some outdoor amenity space are met in accordance with Policy CS21 of the Woking Core Strategy 2012.

49. Prior to the first occupation of the development hereby approved, a Verification Report, appended with substantiating evidence, demonstrating that the agreed construction details and specifications for the sustainable drainage scheme have been implemented, shall be submitted to and approved in writing by the Local Planning Authority. This report will include photos 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 and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012

50. Prior to the first occupation of the residential element of the development hereby permitted, details of the provision of the proposed 84x additional parking spaces within the site and the provision of secure cycle parking spaces for the 37x additional residential units, shall be submitted to and approved in writing by the Local Planning Authority. The parking spaces shall be provided and made available in accordance with the agreed details prior to the first occupation of the residential element of the development hereby permitted and thereafter shall be permanently retained and maintained for their designated purposes unless otherwise agreed in writing by the Local Planning Authority.

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

## **INFORMATIVES**

1. In assessing this application, Officers have worked in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. In this instance the applicant was provided with pre-application advice and ongoing discussion through the course of the application.
2. Please note that this decision must be read in conjunction with the associated Section 106 Agreement.

### *Aviation*

3. Aviation safeguarding: There is a potential need for aviation obstruction lighting. If the structure constitutes an 'aerodrome obstruction' it is the aerodrome operator that will



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review the lighting requirement. For civil aerodromes, they will, in general terms, follow the requirements of CAP 168 - Licensing of Aerodromes. This document can be downloaded from the Civil Aviation CAA website at [www.caa.co.uk/docs/33/CAP168.PDF](http://www.caa.co.uk/docs/33/CAP168.PDF) - Chapter 4 (12.8). It would appear that the 3 towers are likely to be the tallest structures in the immediate vicinity and therefore, even in the event that there proves to be no mandated aerodrome-requirement for lighting, the 'by virtue of their location and nature' argument would make lighting at the top of each structure a sensible consideration. Cranes will need aviation warning lighting as set out in the CAA guidance material.

4. Aviation Notification. In the UK all structures of a height of 300ft (91.4m) or more are published for civil aviation purposes. It follows that at least the tallest tower would need to be appropriately highlighted to the aviation community. To that end, when the construction timeframes are known the developer will need to pass related details (precise location, maximum height and associated timescales) to the Defence Geographic Agency (DGA) which maintains the UK's master database of tall structure (the Digital Vertical Obstruction File) via 0208 818 2702 / [icgdge-aero@mod.uk](mailto:icgdge-aero@mod.uk). Additionally, short term aviation notification of any temporary aspect of the development (eg the use of cranes at a height of 300ft or more) can be achieved through the publication of a **Notice to Airmen** (NOTAM). To arrange an associated NOTAM, the developer should contact the CAA's Airspace Utilisation Section ([ausops@caa.co.uk](mailto:ausops@caa.co.uk) / 0207 453 6599); they will need an accurate location, an accurate maximum height (including any craneage that might extend above the height of the building itself), a completion date and (if cranes do extend above the height of the building) an estimate on when the cranes will be removed.

Emergency Services Helicopter Activity. Due to the unique nature of associated operations in respect of operating altitudes and potentially unusual landing sites, it would be sensible to establish the related viewpoint of local emergency services air support units.

Other Aviation Stakeholders. The Ministry of Defence and NATS should be notified.

### *Drainage*

5. Drainage from hardstanding areas that have the potential to be contaminated by fuels, chemicals or other polluting material must be connected to the foul sewer. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to ground or surface waters.
6. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
7. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not

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permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

### *Highways*

8. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from Transportation Development Planning at Surrey County Council.
9. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
10. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
11. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.
12. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
13. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a highways licence or 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. 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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
14. 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. (Note: It is preferable where possible to arrange for the adjacent highway to be included in the area edged red on the application when Circular 11/95 provides that conditions may be suitable to control this).
15. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

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16. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
17. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
18. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

### *Code for Sustainable Homes*

20. The evidence required to address the Code for Sustainable Homes condition should be in the form of a Design Stage Certificate in accordance with the Code. The Council recommends that this information be submitted online via C-Plan (available at [www.sustainabilityplanner.co.uk](http://www.sustainabilityplanner.co.uk)). Use of C-Plan is free of charge and ensures this information is submitted in an appropriate format.

### *Waste and pollution*

21. If any waste is to be used on or removed off site, the applicant may be required to obtain the appropriate waste exemption or permit from the Environment Agency (EA). The applicant is advised to contact the EA or refer to guidance on their website for more information. [www.environment-agency.gov.uk/subjects/waste](http://www.environment-agency.gov.uk/subjects/waste)
22. All new food premises are required by the Food Safety Act 1990 to register with the Local Authority, at least 28 days before the food business opens. Please contact the Environmental Health Service on 01483 743664, for the appropriate registration form.
23. Notwithstanding Condition 4, the applicant's attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 and the associated British Standard Code of Practice BS 5228 : 1984 "Noise Control on Construction and Open Sites" with respect to the statutory provision relating to the control of noise on construction and demolition sites.

### *Protected Species*

24. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any

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assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.