

6b	18/0633	Reg'd:	26.06.18	Expires:	25.09.18	Ward: C
Nei. Con. Exp:	05.11.18	BVPI Target	06 (Largescale Major)	Number of Weeks on Cttee' Day:	> 13	On Target? No

PROPOSAL: Demolition of existing buildings and erection of mixed-use development ranging in height to 17 storeys, comprising of 2,275 sq.m GIA energy centre (flexible Sui Generis/Class B1), 679 sq.m co-working space (Sui Generis/Class B1), 247 student and co-living rooms (Sui Generis) with shared kitchens and associated communal space totalling 714 sq.m and 312 sq.m rooftop amenity space, in addition to associated landscaping, waste and ancillary spaces. Installation of 3 No. thermal store vessels and ancillary infrastructure structures including above ground pipework. Installation of subterranean district heating main and private wire electricity cables beneath Poole Road, Goldsworth Road and Church Street West (amended plans and description).

APPLICANT: Thameswey Group

OFFICER: Benjamin Bailey

The application falls outside of the scope of delegated powers as set out by the Management Arrangements and Scheme of Delegations.

Site Area: 0.5862 ha (5,862 sq.m) (including carriageways)

Level(s)	Use(s)
Ground	<ul style="list-style-type: none"> Entrance for Co-Living/Student Accommodation Entrance to Energy Centre (CHP) CHP Turbine Halls (x3)
Mezzanine	<ul style="list-style-type: none"> Energy Centre (CHP) Workshops
First	<ul style="list-style-type: none"> Boiler Hall Energy Centre (CHP) Staff Facilities Ancillary Plant
Second & Third	<ul style="list-style-type: none"> Co-Living/Student Accommodation Communal space
Fourth to Sixteenth (inclusive)	<ul style="list-style-type: none"> Co-Living/Student Units (x19 units per floor + x2 lounges /kitchens)
Seventeenth (Roof)	<ul style="list-style-type: none"> Outdoor Amenity Space

PLANNING STATUS

- Urban Area
- Woking Town Centre (Partial) / Adjacent to Woking Town Centre (Partial)
- Employment Area (Partial) (Butts Road/Poole Road)
- High Density Residential Area (Partial)
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

RECOMMENDATION

1. Subject to the prior resolution of the Council's Executive to give effect to the following measures:
 - a) SAMM (TBH SPA) contribution of £124,241.
 - b) Ensure that all residents of the student / co-living accommodation located on levels 04 - 16 (inclusive) have access to level 02 (communal), level 03 (communal) and level 17 (roof garden element only) in perpetuity.
 - c) Student / co-living accommodation located on levels 04 - 16 (inclusive) to be offered on minimum tenancies of three months duration and maximum tenancies of twelve months duration.
2. the Development Manager (and, in their absence, the Development Team Leader or the Principal Planning Officer) be authorised to **Grant** planning permission subject to recommended conditions (and any minor amendments to those conditions).

(Officer Note: As the Council is the owner of part of the land the subject of this application, it cannot enter into a Section 106 legal agreement to secure any planning obligations which may be required to mitigate the effects of the proposed development and which cannot be secured by planning condition. However the Council's Executive is able to resolve to give effect to those measures required. Any such resolution by the Council's Executive would provide certainty that such measures will be given effect to if planning permission is granted and implemented for the proposed development and that the Council will ensure obligations are passed to any successor in title or leaseholder as appropriate to give effect to the mitigation required).

SITE DESCRIPTION

The main section of the application site is located on the corner of Poole Road and Butts Road, although the application site also encompasses sections of the carriageways of Poole Road, Goldsworth Road and Church Street West. The main section of the application site was formerly occupied by x2 two storey detached buildings (which have been recently demolished under prior approval reference PLAN/2018/0912) and partly comprises a currently vacant area of land which has been used for storage on a temporary basis and is largely enclosed by 2.1m high hoarding, following the demolition of the previous building (No.9 Poole Road) in 2012/2013.

RELEVANT PLANNING HISTORY

PLAN/2018/0912 - Prior notification for proposed demolition of the existing buildings of Format House, Nos.11-13 Poole Road and The Chandlery, No.9A Poole Road.
Prior Approval Not Required (14.09.2018)

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PLAN/2016/1444 - Erection of six storey (plus roof plant) mixed use building containing energy centre (Sui Generis use) (circa 1,062 sq.m.), archive museum (Use Class D1) (circa 540 sq.m.) and Office space (Use Class B1(a)) (circa 1,559 sq.m.) following demolition of existing building and site clearance. Installation of up to 5No. thermal store vessels and ancillary structures including cold water tank and pumpset enclosure, gas kiosk, fencing and above ground pipework, including to the south (rear) of Woking Fire Station. Installation of subterranean district heating main and private wire electricity cables beneath Poole Road, Goldsworth Road and Church Street West.

Permitted subject to conditions (31.03.2017)

No.9 Poole Road:

PLAN/2013/0282 - Retrospective application for the use of the site for B8 (storage), temporary siting of 3 metal storage containers and the provision of 2.1m high hoarding to enclose the site following demolition of building. Hoarding to be provided along front elevation (Poole Road) and side elevation (Butts Road) of site (Temporary planning permission sought for a period of three years).

Permitted subject to conditions (01.08.2013)

PLAN/2012/0864 - Demolition of commercial building.

Prior Approval Not Required (16.10.2012)

PLAN/2010/0582 - Proposed change of use from a B1 (newspaper publishing office) to mixed use comprising of A1 (piano sales), B1(c) (piano repairs) and D1 (piano teaching).

Permitted subject to conditions (23.08.2010)

Woking Fire Station:

PLAN/2014/0015 - Demolition of existing buildings and erection of five storey building fronting Goldsworth Road comprising fire station at ground floor, four floors of accommodation over (1No. 1bedroom managers apartment, 3No. 7 bedroom and 1No. 5 bedroom cluster flats with shared kitchen, dining and laundry facilities), fire station service yard, training area and erection of four storey fire station training house, associated flag poles, boundary treatments, access, parking, highways works and landscaping.

Permitted subject to conditions (08.05.2014)

Nos.20-32 Goldsworth Road:

PLAN/2016/0742 - Demolition and clearance of the site and erection of a phased development comprising 560 residential units, 10,582 sq.m. of offices, 843 sq.m. of retail and gym use (A1-A4 and D2) with 395 parking spaces, public realm improvements and highway works to Goldsworth Road. Block A to comprise ground plus 34 storeys, Block B comprising ground plus 25 and 20 storeys and Block C comprising ground plus 17, 14 and 10 storeys.

Resolved to grant planning permission subject to prior completion of S106 legal agreement (18.10.2016)

CONSULTATIONS

County Highway Authority (CHA) (SCC): The proposed development has been considered by the County Highway Authority who, having assessed the application on safety, capacity and policy grounds, raises no objection subject to recommended conditions 09, 10, 11, 12 and 13.

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Network Rail: Recommend informative comments. Comments in relation to future maintenance, drainage, plant and materials, scaffolding, piling, fencing, lighting, noise and vibration and vehicle incursion.

(Officer Note: These matters would be addressed via an Asset Protection Agreement between the developer and Network Rail).

South Western Trains Ltd: No comments received.

Environmental Health: Acknowledge receipt of amended acoustic report from Hann Tucker, dated 15th Oct 2018; EH have considered their findings. No objection raised subject to recommended conditions 15, 16, 17, 18 and 20.

Planning Policy (WBC): Consider the proposed development to be acceptable in principle within the context of the issues appraised.

Contaminated Land Officer: No objection subject to recommended condition 30.

Senior Arboricultural Officer: The arboricultural information provided by SJ Stephens Associates, dated 16th May 2018, is acceptable in principle however an Arboricultural Method Statement will be required (recommended conditions 23 and 24 refer).

County Archaeologist: Given the location of the planning application outside of an Area of High Archaeological Potential, the previously developed nature of the land and the concentrated and limited nature of the proposed groundworks, perceive there to be a negligible archaeological risk. As a consequence, it is recommended that no further archaeological consideration of the planning application is required.

Surrey Wildlife Trust: No objection subject to recommended condition 25.

Drainage & Flood Risk Team (WBC): Following a review of the submitted information and Surface Water Drainage Scheme raise no objection on drainage and flood risk grounds subject to recommended conditions 26, 27, 28 and 29.

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

Environment Agency (EA): This planning application is for development we do not wish to be consulted on.

Natural England: Provided the applicant is complying with the requirements of Woking's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM)), Natural England has no objection to this application.

Thames Water Utilities Ltd: No comments received.

Civil Aviation Authority (CAA): Recommend that (i) Fairoaks Airport (ii) National Police Air Service (NPAS) and (iii) Air Ambulance Units are consulted.

(Officer Note: These consultations have been undertaken)

National Police Air Service (NPAS): No comments received.

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National Air Traffic Services (NATS): The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Fairoaks Airport Ltd: No comments received.

TAG Farnborough Airport Ltd: No comments received.

Joint Waste Solutions: Unfortunately, due to the nature of this development, we would not be able to consider collections under the household waste collection contract; this development sits slightly outside our standard residential development criteria.

(Officer Note: The submitted DAS indicates that the applicant is aware that private refuse/recycling collections will need to be arranged from the development)

REPRESENTATIONS

x474 local properties were sent neighbour notification letters of the application, in addition to the application being advertised on the Council's website and by statutory press and site notices. The application has been advertised as Major Development (due to the scale) and as a Departure from the Development Plan (due to the loss of B class floorspace proposed within an Employment Area).

x6 letters of objection have been received raising the following main points:

- Significantly out of keeping with the area which is outside the central business district in Woking
- If such planning applications continue to be authorised Woking Town Centre will soon extend almost to St Johns
- A more modest 4 or 5 stories would be more in keeping with the area
- At 17 stories it will be overbearing on the new flats above the new fire station
- The light survey indicates that many of the new flats above the new fire station will suffer significant loss of light
- The planning application is very complicated and quite difficult to understand
- The high density of accommodation is likely to bring a significant increase in traffic volume, especially as this is aimed at student accommodation - students tend to all arrive and leave on fixed weekends
- Parking is at premium in this location; there simply is not enough parking for this level of increased population
- There might be 204 vehicles (possibly more) associated with this development; 12 parking spaces is simply unacceptable
- Not sure why student accommodation is required in Woking when the closest tertiary education centre is approximately 7 miles away in Guildford
- The nearest University is in Guildford, which already has plenty of accommodation for students
- The concept of an energy centre and district heating system would be a great bonus to the town, but the significant height makes this unsupportable
- Does Woking really need more developments like this?
- We have so many empty flats and office space to rent already in Woking, adding this development just doesn't make sense
- Will noise from the energy centre impact on the surrounding environment?
- Intended excavations to facilitate essential services between the development and Victoria Square will cause huge disruption in the area

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- There is only one point of vehicular access into Poole Road from Goldsworth Road; vehicles turning right into Poole Road already increase significant traffic issues
- We do not need more food/beverage/recreational facilities in Woking
(Officer Note: These uses do not form part of the proposal)
- Are totally opposed to any more tower blocks being built or granted planning permission; believe they are ruining the landscape of Woking and out of proportion to the town

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018)

Section 2 - Achieving sustainable development

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 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

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

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012)

CS1 - A 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

CS15 - Sustainable economic development

CS16 - Infrastructure delivery

CS18 - Transport and accessibility

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

Development Management Policies DPD (2016)

DM2 - Trees and landscaping

DM5 - Environmental pollution

DM6 - Air and water quality

DM7 - Noise and light pollution

DM8 - Land contamination and hazards

DM11 - Sub-divisions, specialist housing, conversions and loss of housing

DM16 - Servicing development

Supplementary Planning Documents (SPD's)

Design (2015)

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

Other Material Considerations

Planning Practice Guidance (PPG)
Woking Borough Council Strategic Flood Risk Assessment (November 2015)
Community Infrastructure Levy (CIL) Charging Schedule (2015)

Draft Site Allocations Development Plan Document (DPD) (Regulation 19 Consultation) October 2018

Policy UA14 - Poole Road Industrial Estate, Woking, GU21 6EE

COMMENTARY

The application has been amended since initial submission in response to the Design Review Panel (DRP) (the DRP meeting took place on 16 July 2018 and the report issued on 5 August 2018). Where necessary the supporting reports (such as transport, noise, wind and solar glare) were revised to reflect the amended proposal. All initially consulted neighbours, and any neighbours who were not initially consulted but made representations on the application prior to 8 October, were re-consulted on 9 October 2018 - with 21 days to submit any comments. Necessary consultees were also re-consulted on 9 October - again with 21 days to submit any comments. Amended plan site and press notices were re-published, expiring on 1 November 2018.

PLANNING ISSUES

01. The main planning issues to consider in determining this application are:

- Land use and principles
 - Employment floorspace
 - Need for the proposed accommodation
 - Need for student accommodation
 - Need for co-living accommodation
 - Summary on land use and principles
- Design and impact upon the character of the area
 - Design Review
 - Layout and scale
 - Materials and appearance
 - Landscape
- Quality of the residential accommodation
- Environmental impacts
 - Noise
 - Air quality
 - Wind
 - Contaminated land
 - Biodiversity and protected species
 - Arboriculture
 - Flood risk and drainage
 - Archaeology
- Amenity
 - Sense of enclosure, outlook and privacy
 - Daylight and sunlight
 - Solar glare

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- Transport, highways and accessibility
 - Car parking
 - Cycle parking
 - Alternative modes of travel
 - Energy centre
 - Servicing arrangements
 - Trip generation
 - Travel Plan
 - Sustainability and renewable energy
 - Thames Basin Heaths Special Protection Area (TBH SPA)
 - Affordable housing
- having regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

Background

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

Land use and principles

Employment floorspace

03. The proposed building is located within a designated Employment Area (Butts Road/Poole Road). Policy CS15 of the Woking Core Strategy (2012) safeguards land within employment areas for B uses except within the Butts Road/Poole Road employment area where redevelopment for mixed office and residential use will be supported if it does not result in an overall loss of employment floorspace.
04. The main area of the site consists of 9A Poole Road, and Format House. 9A Poole Road is currently vacant, having recently accommodated approximately 216.6 sq.m of D1 use (a hockey museum). Prior to this it was in B class use (although there is no record of planning permission having been granted for change of use from the former B class use to the D1 use). Format House is currently vacant and comprises approximately 350 sq.m of B1 floorspace. The application form states that 566.6 sqm of B1(a) business space will be lost, replaced with 12,826 sq.m of new 'Other' non-residential floorspace. The Planning Statement states that the proposal consists of mixed-use development, "*some of which is residential in nature and some which is workshop/office space*". The Planning Statement addendum contends that the new building will include a range of spaces which can be used for employment/B class uses, including:
- Three CHP engine halls, of which one will be fitted out with a generator engine, and the other two halls used by Thameswey until the space is required. These spaces total 604 sq.m GIA. The mezzanine, and first floors of the energy centre provide workshop and office space for Thameswey Energy Ltd. These fall within the part of the building comprising the energy centre, which by its nature falls within a sui generis use class.

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05. The following employment spaces would be created:
- First Floor – workspace for a variety of employment uses by Thameswey Energy – 713.4 sq.m
 - Mezzanine Floor - work space - 363 sq.m
 - Second Floor - Co-Working Open plan office - 647 sq.m
 - Combined total of 1,723.4 sq.m
06. The ground floor would comprise an energy centre, which will include a number of workshop spaces and CHP plants to provide combined heat and power to the network for the surrounding areas. Initially, only 1 CHP engine will be installed and the remaining 2 bays will be used for other Thameswey Group operations. The mezzanine level and floor above the energy centre includes additional workspaces for Thameswey Energy, which will be used by staff for workshop, storage and management purposes. Space on the 2nd floor will also be available as co-working space for residents of the student/co-living accommodation as well as Thameswey if there is demand. The co-working space on the 2nd floor will also be available to rent to provide flexible employment space to maximise occupation and employment opportunities.
07. The reasoned justification for CS15 states, within paragraph 5.125, that office floorspace will be encouraged in the Butts Road/Poole Road employment area as part of higher density mixed use development, as the area lies adjacent to the Woking Town Centre boundary. The existing employment areas require safeguarding to meet projected need and are capable of accommodating future requirements for industrial/warehousing space. The evidence underpinning the requirements of Policy CS15 resides primarily in the Employment Land Review (ELR). For the purposes of the ELR, only employment development, as defined by the B1, B2 and B8 use classes is considered. As a result of the development there will be an increase of up to 1,156.8 sq.m employment floorspace (Sui Generis/B1) in comparison to the existing position.
08. Furthermore, the overall aim of Policy CS15 is to accommodate the predicted future growth in economic development required for Woking's economy to grow, ensure sustainable employment development patterns, promote smart growth and business competitiveness, and allow for flexibility to cater for the changing needs of the economy. Whilst the employment floorspace generated by the energy centre development does not strictly fall within the B use classes, the proposed development is considered to be industrial in nature, and it would result in 22 full-time employees.
09. The borough of Woking has one of the most extensive decentralised and renewable and low carbon energy infrastructures in the UK. Policy CS23 of the Woking Core Strategy (2012) sets out that the Council supports renewable and low carbon energy generation both as part of residential and commercial development and as stand alone development, provided they do not have an unacceptable effect on the local environment that would out-weigh their wider community and/or environmental benefits.
10. The proposal includes the provision of a CHP plant at ground, mezzanine and first floor levels. Combined Heat and Power (CHP) is the use of an engine to simultaneously generate both electricity and useful heat. The heat is recovered and distributed via insulated pipes to provide hot water and heating in buildings. CHP can be fuelled by a number of fossil fuels including natural gas and oil, or biofuels such as biomass or biogas and is a more efficient means of generating energy than a

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conventional power station because the total output of useable energy generated is significantly higher. As a consequence, even when the primary fuel used in a CHP installation is fossil carbon it has lower CO2 emissions associated with it compared with the combined emissions arising from conventional centralised power generation and heating provided through boilers within buildings.

11. A 'Climate Change and Decentralised, Renewable and Low Carbon Energy Study' analysed existing and future energy demand and supply in Woking, and produced a series of heat maps. The study concluded that a significant proportion of the opportunity for decentralised energy in Woking relies upon the use of CHP generation. There is great potential for extending the existing network and creating new energy generating assets to increase use of low carbon energy. Policy CS22 of the Woking Core Strategy (2012) helps realise this potential by expecting development in identified 'district heat zones' to connect to heat networks and/or contribute funding towards the development of the networks, and be designed to ensure the building services within the development are designed to be compatible with the network.
12. It is recognised that there is an opportunity for new CHP generating and distribution infrastructure to meet growing demand – including that of economic development – as Woking Town Centre expands. The principle of development for a new CHP energy centre at the application site is supported by Policy CS23 of the Woking Core Strategy (2012), and further supported by SPD Climate Change (2013), which identifies the site as a potential location for a new energy station and heat network. The proposed energy station and associated infrastructure would help meet the growth in demand for energy as a consequence of new development in the surrounding area, including that of Woking Town Centre, and the potential redevelopment of the adjacent Butts Road/Poole Road industrial estate, whilst reducing its carbon footprint.
13. On 18th October 2018 Council resolved that the draft Site Allocations DPD be supported for the purposes of Regulation 19 consultation. The Site Allocations DPD proposes that the Poole Road Industrial Estate (within which the application site lies) be allocated for mixed-use development to comprise of offices, warehousing and a new energy station. The draft policy, referenced UA14 in the Regulation 19 version, sets out a series of criteria that any redevelopment of the larger site area should seek to address. It is not considered that the proposed development would jeopardise the delivery of draft policy UA14, which seeks to intensify employment uses to provide for offices and warehousing as well as accommodate other uses, including an energy station. In the event this application is granted planning permission, and subsequently implemented by the applicant, the energy station element of draft policy UA14 would be achieved, and there would remain scope for the remainder of the allocated site to yield gross office and/or warehousing floorspace.
14. Overall, it is considered that the overall objectives of Policy CS15 would not be undermined by the loss of B class office floorspace at this location; there is a reasoned justification for the loss as the site is fundamental to delivering an energy station, which is considered to be critical infrastructure for facilitating sustainable economic growth to the western part of Woking Town Centre and the site surrounds. Overall, the principle of higher density mixed-use development of the proposed nature at the application site is therefore considered to be acceptable and supported by policies CS15 and CS23 of the Woking Core Strategy (2012), SPD Climate Change (2013) and by emerging draft policy UA14 within the Site Allocations DPD.

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Need for the proposed accommodation

15. One of the key priorities of the Council is to make sure that there is sufficient and adequate provision of housing to meet the needs of all sections of the community. The Council has set a housing requirement to make provision for the delivery of 4,964 net additional dwellings between 2010 and 2027. Policy CS11 of the Woking Core Strategy (2012) sets out how residential proposals will be expected to provide a mix of dwelling types and sizes to address the nature of local needs as evidenced in the latest Strategic Housing Market Assessment (SHMA) in order to create sustainable and balanced communities.
16. Floors 4-16 above the energy centre will provide shared student/co-living accommodation for students, professionals and graduates (sui generis use class). Each resident would have their own room with bathroom and other basic facilities, and share kitchen lounges situated on each floor. The Planning Statement contends that the provision of student accommodation will respond to a recognised need in Surrey (as supported by the University of Surrey), and to a certain extent a need generated by London institutions; and the co-living accommodation will provide a useful source of accommodation which is currently not available in Woking.

Need for student accommodation

17. The West Surrey SHMA (2015) recognises that the growing student population over recent years has increased its impact on local housing markets especially, but not exclusively, in Guildford. Appendix C of the report considers trends in the student population in Guildford only, as "*there is not a significant student population in either Woking or Waverley*". A 'Guildford Addendum Report' to the West Surrey SHMA was produced in March 2017 to support the preparation of the draft Guildford Local Plan. The updated assessment of growth in students indicates that the number of full-time Guildford-based students is expected to increase from 10,700 to around 14,500 over the next ten years (paragraph 8.18). The addendum states that it is reasonable to expect that an increase in the student population would result in an additional housing need over and above the demographic projection undertaken for Guildford, of around 23 dwellings per annum over the draft plan period 2015-2034 as a whole.
18. In response, the draft Guildford Local Plan (December 2017) recognises that new accommodation should be provided to meet any significant increase in full-time Guildford-based students. Paragraphs 4.2.16-18 describe how the Plan aims to provide new accommodation to meet any significant increase in full-time Guildford based students. Guildford's housing target includes provision for future Guildford-based students opting to live in market housing, to complement the proportion of student housing need that will be accommodated in halls of residence or purpose built student accommodation (PBSA) on campus, as well as PBSA on windfall sites in sustainable locations close to higher educational establishments (whilst resisting PBSA on sites allocated for C2 or C3 use class housing). Together, these measures will enable the University of Surrey to grow at a sustainable rate whilst minimising the impact on the local housing market (ie. the delivery of housing to accommodate the needs of the general population). The draft Plan allocates a number of sites for student accommodation (C3 or sui generis) to meet the student accommodation need set out in the SHMA.
19. Although it is intended that the student accommodation needs identified in the SHMA be met predominantly by development within Guildford Borough, this does not preclude the housing market delivering rented accommodation, aimed at students,

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within neighbouring boroughs. The SHMA identifies a need for student housing in the local housing market area, and the applicant is responding to that need. Evidence in the SHMA is supplemented by documentation submitted by the applicant highlighting the need for PBSA development: reference is made to the University of Surrey's Student Union research 'Living at the Limit'; and to a letter of support from the University of Surrey outlining their common interest with Woking Borough Council in providing sufficient student accommodation to meet current and future student residential needs.

20. The planning statement addendum sets out that student accommodation is normally rented on a 39 week or 50 week lease for full time students, and that, at the time of writing, the applicant has been in discussions with the University of Surrey about mature and post graduate students occupying the units. The University of Surrey have provided a letter of support and comment that:

This requirement for more accommodation capacity, driven by the University's current success and development but also by the continuing demand for student rooms from London institutions means that demand for rooms in this new development will be high.

21. Surrey University's comment on the need and demand for accommodation is also supported by local research by Surrey University Student Union prepared a report titled "Living at the Limit" in December 2017. It found that there is insufficient accommodation in Guildford to cater for the demand for student housing. The conclusions note:

The rise of property values in Guildford have created a failed rental market, where sub standard housing is being rented at full market value by landlords.

Although the accommodation policy allows returning undergraduates to apply for rooms, in practice almost no second year students are allocated rooms in campus accommodation and must therefore find private accommodation.

22. In February 2018, around 16,000 students attend the University of Surrey but there are only around 5,000 rooms on campus. According to its corporate strategy, the university plans to increase student numbers to 18,000 by 2022 and 23,000 by 2027.
23. The demand for student accommodation is proven to be high and therefore the incorporation of student accommodation on this site will benefit students of the University of Surrey, and students living further afield, including those attending institutions located in London. This is underpinned by University of Surrey students who already reside within Woking.

Need for co-living accommodation

24. As well as student accommodation, the building will provide an element of co-living accommodation. Co-Living differs from conventional (class C3) residential accommodation in the following ways:
- Individual units do not have exclusive or fully self-contained facilities required for day-to-day private domestic existence.
 - Co-living use is sui generis and provides a hybrid typology that provides safe and affordable co-living accommodation for a young population, often graduates moving to the area but also people who do not have the means to afford, or the

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opportunity to, occupy traditional Private Rented Sector accommodation. The age bracket for this sector is usually those aged between 19 and 35 years old.

- Co-living accommodation provided is for periods longer than traditional short stay accommodation, but not for permanent occupation. Tenants often stay between 6 and 12 months.
 - Unlike a conventional residential building, the rent charged for co-living often includes utilities, cleaning, internet; allowing for an inclusive service to be provided.
 - The building includes a range of communal spaces including kitchens and dining facilities. Residents typically benefit from a fitness and wellness facility, as well as laundry, bicycle storage and study/work spaces.
 - Throughout the buildings, specialised amenity spaces will act as hubs bringing residents together in small communities defined along shared interests.
25. The co-living use is deemed a sui generis use because the individual units contained within the scheme do not have exclusive or the self-contained facilities required for day-to-day private domestic existence which is key characteristic of a C3 use class dwellinghouse. The combination of personal rooms together with generous communal spaces means that the accommodation falls outside of the C3 use class and is a sui generis use, in a similar way to student or hostel accommodation.
26. The planning statement addendum states that the co-living homes will be wholly occupied by employed individuals and a percentage of post graduate students and that there is no such accommodation currently within Woking (although there are examples within London); therefore this facility will help provide residential accommodation to fill a niche.
27. The SHMA highlights how, given a growing older population, the ability to retain young people in an area can assist in providing a more balanced demographic profile as well as supporting the local workforce and economy. Around 9.5% of Woking's households contain non-dependent children, which to some degree highlights the difficulties faced by young people in accessing housing in the housing market area.
28. The SHMA goes on to highlight the significant affordability pressures in the housing market area, and concludes (on page 162) that increasing housing supply may in time help improve affordability – factors such as a balanced approach to housing in terms of bedroom sizes and property types will help younger households to access housing.
29. Overall it is considered that the proposal development would meet a need identified within the wider strategic housing market area. Whilst this is the case it is considered that the proposed development may be resisted if it were to be proposed on sites intended for C2 or C3 use class housing, allocated to meet the specific housing needs of Woking Borough, but the draft Site Allocations DPD allocates the wider site of Poole Road Industrial Estate for mixed-use development to comprise of offices, warehousing, and a new energy station – it is not intended to be allocated for C2 or C3 uses. The principle of the proposed development is therefore considered to be acceptable in terms of meeting the requirements of Policy CS11 of the Woking Core Strategy (2012).
30. Policy DM11 of the Development Management Policies DPD (2016), provides the circumstances under which certain forms of housing, including 'other forms of shared housing', will be supported. The following criteria of Policy DM11 will be addressed within the appropriate sections of this report:

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- *the proposal does not harm the residential amenity or character of the area;*
 - *a good quality of accommodation is provided by meeting relevant housing standards*
 - *there would be no detrimental impact on the visual appearance of the area or that of the building itself;*
 - *there is adequate enclosed storage space for recycling/refuse;*
 - *access is acceptable and parking (including for cycles) is provided on site in accordance with the Council's standards;*
 - *the traffic impacts of the proposal are considered acceptable;*
 - *an appropriate contribution is made to avoid harm to the Thames Basin Heaths SPA as set out in Core Strategy Policy CS8, where relevant (refer to the Thames Basin Heaths SPA Avoidance Strategy);*
 - *there is a safe access and egress route during flood events.*
31. Policy DM11 of the Development Management Policies DPD (2016) states that where relevant, the Council will attach a condition to restrict occupancy and use of the development to the relevant standards. In order to ensure this form of accommodation is meeting its specific housing need, planning conditions are recommended to ensure that the development does not effectively become a hostel – tenancies should be for a minimum of three months.

Summary on land use and principles

32. The existing vacant employment floorspace will be replaced by a range of employment and workspace for Thamesway Energy, and for the residents of the student/co-living accommodation. In this way, employment uses on the site are maintained and there will be a significant increase in floorspace, particularly with the amended proposals which include an additional floor of co-working (Sui Generis/B1) floorspace.

Design and impact upon the character of the area

33. The NPPF (2018) sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development. Paragraph 127 of the NPPF (2018) sets out that planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
34. The requirements of Policy CS21 of the Woking Core Strategy (2012) stipulate that development should create new buildings that are attractive with their own distinct identity, should respect and make a positive contribution to the street scene and character of the area paying due regard to scale, height, proportions, layout and

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materials etc. Policy CS21 states that tall buildings could be supported in Woking Town Centre, if well designed and justified in the context.

35. Policy CS24 of the Woking Core Strategy (2012) states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives. Development in this location should enhance the townscape character of Woking Town Centre, taking into account views and landmarks, appropriate building styles and materials.
36. Policy CS1 of the Woking Core Strategy (2012) identifies that Woking Town Centre will be the primary focus of sustainable growth to maintain its status as an economic hub with a flourishing, diverse and innovative economy, is designated as a centre to undergo significant change and that well designed, high density development that could include tall buildings and which enhances its image will be encouraged, but without compromising on its character and appearance and that of nearby areas.
37. Whilst the site of the proposed building is not within the designated extent of Woking Town Centre (as defined on the Council's Proposals Map) it is immediately adjacent to the Woking Town Centre boundary. It is also a significant material consideration that the designated Woking Town Centre boundary extends to the west of the site, encompassing Spectrum House, Midas House and the site of the former Goldsworth Arms Public House. The proposed building would therefore be viewed in the immediate context of the Woking Town Centre boundary to the immediate north, east and west.
38. The existing surrounding area has no prevailing architectural or townscape character and is largely a mixture of Post War, Modern and Town Centre redevelopment. The existing buildings within Poole Road are predominantly one and two storey office/light industrial/warehouse units of a commercial aesthetic and without any particular architectural or townscape merit. The existing buildings within the immediate context of the proposed building do not occur within a traditional street scene due partly to the curvature of the carriageway of Poole Road and due partly to the commercial/industrial nature of the immediate area.
39. The tall element of the building would reach seventeen storeys in height. The building is therefore considered to be 'tall' for the purposes of SPD Design (2015). SPD Design (2015) sets out that the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to, the following:
 1. Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;
 2. Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;
 3. Contribute positively to the setting of identified heritage assets that might be affected by the proposal;
 4. Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and
 5. Pay particular attention to the environment created at ground floor. Proposals must be appropriate to the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.

These criteria will inform the analysis undertaken within this report.

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Design Review

40. In line with the requirements of SPD Design (2015), as a tall building, the proposal was presented to the Design Review Panel (DRP) on 16 July 2018. The DRP report was issued on 5 August 2018; the key DRP comments are summarised below:
- Massing and bulk of the building feels appropriate for this location
 - Form of the building itself could be its branding
 - Exaggerated scale of the chimneys/flues would give a more expressive and celebratory form
 - Screening of the Energy Centre from the residential entrance by the bicycle store pavilion is a good move in principle
 - Entrance lobby feels too recessive
 - That the residential spaces are orientated east-west is a positive aspect of the layout
 - Getting as much natural light into the residential corridors will enhance their quality, allowing views out
 - Top floor arrangement does not maximise the potential of this elevated space
 - Landscape strategy should be revised to create a more open, visible and light approach to the building
 - It is essential that residents have access to outdoor amenity space – it is regrettable that the roof terrace is not available for this use – could be an amazing shared amenity
 - Suggest that the if the top floor of the building were to be reconfigured it would allow for a roof garden – communal terrace for use by residents
 - By day the elevations do not have the articulation hoped for
 - Clearer choices in the articulation of the facade could give clues to the buildings various uses
 - Articulation of the communal area could become more playful in its expression
 - Language of the fins could continue around the fence so that it becomes an important part of the composition
41. The proposal has been amended to respond to the comments of the DRP.

Layout and scale

42. The layout of the development is heavily influenced by the operational requirements of the energy centre (CHP). The tall element of the building would be set towards the rear of the site with the energy centre car park/service forecourt screened from the junction of Poole Road and Goldsworth Road by the integral bin and cycle store, which would project forwards. The three thermal stores would be located adjacent to the bin and cycle store and also serve to screen the energy centre car park/service forecourt, in conjunction with fencing. The entrance lobby serving the student / co-living units would be located towards the corner of Poole Road and Butts Road and would be accentuated by a 'portal frame'.
43. The building would be highly visible from the railway upon entrance into Woking from the south-west. It would form a 'gateway' building, marking the start of the tall buildings within Woking Town Centre in this direction and act as a wayfinder for those arriving to Woking by train.
44. The tall element of the building would be seventeen storeys in height. The building would be located adjacent to the Woking Town Centre boundary to the north, east and west, and located within a transitional area between the medium-rise developments

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further north-west along Goldsworth Road (generally 3-5 storeys) and the proposed development at Nos.20-32 Goldsworth Road (Ref: PLAN/2016/0742) which benefits from a resolution to grant planning permission (made in October 2016) subject to the completion of a S106 legal agreement.

45. Extant, and future, local building heights are therefore considered to be increasing and setting a precedent for higher-rise development within this area. With the potential adoption of the Site Allocations DPD in the future – which intends to allocate the Poole Road Industrial Estate for mixed use development to comprise of offices, warehousing and a new Energy Station – it is considered that this area has capacity to significantly increase in density and height of development.
46. The resolution to grant planning permission (subject to S106 legal agreement) for the proposed development at Nos.20-32 Goldsworth Road forms a significant material consideration in the determination of this application. Blocks C and D of the proposed development at Nos.20-32 Goldsworth Road would occur to the western periphery of the Nos.20-32 Goldsworth Road site, although the level 03 podium/roof would effectively 'wrap' around Blocks B and C and almost abut the common boundary with the Woking Fire Station training yard and car park, which would intervene between the Poole Road development and that at Nos.20-32 Goldsworth Road.
47. Block C of the Nos.20-32 Goldsworth Road development would reach 17 storeys in height; the roof height of which would measure approximately 59.6m above ground level (AGL), although the 'crown' of Block C would extend slightly higher, to approximately 62.3m AGL.
48. The main roof height of the Poole Road development would reach approximately 62.6m AGL, although the staircore roof and lift overrun would extend slightly higher, to approximately 65.9m and 67.6m AGL respectively, although these elements would extend only across a small extent of the overall building and would be recessed back from elevations in part. It is therefore evident that the overall scale of the Poole Road development would be comparable to Block C of the Nos.20-32 Goldsworth Road development, which the Local Planning Authority has previously resolved to grant planning permission, subject to the completion of a S106 legal agreement.
49. It is also a material consideration that the Design Review Panel considered the massing and bulk of the building to feel appropriate for this location.

Materials and appearance

50. The building would contain three principle uses; energy centre (CHP), communal floors for the student / co-living accommodation and the student / co-living units. The adopted design approach is to explicitly express this horizontal divide, and mix of uses, throughout the building to result in a clear and structured legibility to the elevations. To this end the mass of the building would be divided into a collection of components; each component would express its own design characteristics and material identity. The lift and staircores would be expressed as solid elements, the energy centre (CHP) would form a strong podium base to the building, the communal floors would form an intermediate expression of animated occupation and the student / co-living accommodation would be expressed as a permeable grid containing active glazed spaces (the kitchen lounges) at opposite corners of the building.
51. The building would proudly and prominently express its function as an energy centre (CHP), adopting an overall industrial-influenced design approach and aesthetic, and

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celebrating the energy centre flue tower with a bold colour, and within a prominent gantry housing, which would vertically link all elements of the building on the elevation.

52. The north-western corner (on the approach along Poole Road (from Goldsworth Road)), and the south-eastern corner of the building (from the railway) would provide readily legible elements. These building corners would house the communal kitchen lounges, which require natural light, and therefore a large extent of glazing. This glazing would ensure that these corner elements appear reflective by day, and are illuminated (internally) by night, giving rise to light and activity at either end of the building, ensuring a presence and clear identity.
53. A celebratory portal frame would accentuate the student / co-living building entrance and the industrial detailing would represent an honest characterisation of the building type, which would be repeated throughout the building and across the elevations, most prominently in the accentuated colouring of the mechanical elements and flue towers which would provide the building with a clear identity, and brand as a generator of energy and accommodation.
54. The components of the elevations would be split using two kinds of aluminium fins (primary and secondary) in order to create depth and interest. A dense fin spacing would be utilised at the energy centre (CHP) levels, with a black colouring to this element. A large extent of glazing would be utilised to the two communal floors between the energy centre (CHP) and the floors above containing student / co-living accommodation. Vertical capping fins would divide this section of the elevation. The residential levels above would be horizontally and vertically divided by a secondary fin to enable the community clusters of the residential levels to be defined. At the residential levels the primary elevation material proposed is silver metallic; the individual glazed panes would be topped by metallic spandrel panels. Both solid and perforated silver metallic curtain wall panels would run vertically through the facade, which would add further depth and texture to the elevations, in addition to that achieved through the use of primary and secondary fins.
55. The building has been designed 'in the round', a factor emphasised by the use of large extents of glazing to both the north-western and south-eastern corners to serve the communal kitchen lounges.
56. The building would help raise the standard of design more generally in the area and would likely assist in stimulating the redevelopment of the Poole Road Industrial Estate, which is within a very sustainable location adjacent to the Woking Town Centre boundary and proposed for allocation within the emerging Site Allocations DPD. Conditions 03 and 04 are recommended to secure detailed drawings of the external construction and sample panels of all external materials.

Landscape

57. The landscaping proposed to the residential entrance area would consist predominantly of paving with small areas of grass/astro, seating and planters provided. The entrance canopy feature would project over the majority of the residential entrance area, adding interest and the potential for lighting design to make an enhanced feature of this element during hours of darkness. Further details of landscaping, including surface materials and planting can be secured via recommended condition 06.

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Summary of design and impact upon character

58. In summary, the proposed building would be appropriate in bulk and scale for the location and represent exceptional design, utilising a modern 'industrial' aesthetic, which would help raise the standard of design more generally in the area, and assist in stimulating the redevelopment of the Poole Road Industrial Estate within a very sustainable location adjacent to Woking Town Centre.

Quality of the residential accommodation

59. This application seeks student / co-living accommodation. One of the most important elements of student / co-living accommodation is that residents are provided with a wide range of communal spaces, which form part of their living accommodation to complement the individual residential space that they rent. It is not common practice for student / co living buildings to provide private amenity spaces as communal living and amenity spaces are provided as an alternative. The co-living concept is that residents rent serviced bedrooms (with private en-suite bathrooms) and have access to a wide range of facilities such as shared kitchens, café, yoga area, work space and gym.
60. There are currently no minimum space standards for student/co-living housing, as is proposed in this instance. Each student / co-living unit would measure 20.1 sq.m in floor area (with the exception of x1 DDA unit measuring 22.0 sq.m provided on each floor). All units would provide outlook to either the east or west and are therefore considered to achieve acceptable levels of outlook and daylight, and would receive access to some sunlight. Natural light would also penetrate the corridors due to the inclusion of windows within the south and north elevations.
61. All student / co-living units would provide private en-suite bathrooms, containing a shower. Communal kitchen lounges (measuring 46.3 sq.m and 39.7 sq.m respectively) would be shared by nine and ten units respectively, with all residents benefitting from the communal spaces to be provided at level 03, in addition to the roof garden at level 17. The submitted level 03 (communal space) plan shows a gym (68.0 sq.m), launderette (21.9 sq.m), bathrooms and 371.0 sq.m of open-plan space. The submitted level 04 (communal space) plan shows bathrooms and 484.1 sq.m of open-plan space. Further details of the internal provision of facilities within the open-plan spaces on levels 02 and 03 can be secured via recommended condition 08.
62. The roof garden at level 17 would measure 250.9 sq.m, representing a significant space, and is proposed to contain areas for games and activities, relaxation, reading and possibly communal vegetable and herb gardens. A canopy consisting of PV panels would provide a covered area to part of the roof garden, which would be enclosed by glass balustrades (proposed at 1.5m high). Further details of the provision of facilities roof garden on level 17 can be secured via recommended condition 08.
63. A management plan is recommended to be secured via condition 21, to include details of, but not be limited to: (i) detailed information on security and fire safety procedures; (ii) move in and out arrangements; (iii) how all internal and external areas of the development will be maintained; (iv) how communal spaces and private rooms will be cleaned and how linen changing services will operate; (v) how deliveries for servicing the development and residents' deliveries will be managed; (vi) on-site staff and their responsibilities; and (vii) what community events will take place and how the surrounding community may be engaged.

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64. Overall a good quality of residential accommodation is considered to be provided to future occupiers.

Environmental impacts

Noise

65. Paragraph 170 of the NPPF (2018) sets out that planning decisions should prevent new development from being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Paragraph 180 of the NPPF (2018) sets out that planning decisions should also ensure that new development is appropriate for its location and in doing so they should avoid noise giving rise to significant adverse impacts on health and the quality of life.
66. Policy DM7 of the Development Management Policies DPD (2016) states that the Council will require noise-generating forms of development to be accompanied by a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level.
67. The application has been submitted with an Environmental Noise Survey and Acoustic Design Report (Ref: 25330/ADS Rev 1, dated 15 October 2018). During the noise survey periods the dominant noise sources were noted to be railway, road traffic and building services from adjacent properties.
68. The report sets out that it is anticipated that the boilers, pumps and fans will be operational 24 hours a day and the CHP engines are anticipated to be continuously operational between 06:00 to 23:00 hours during 80% of the year. The 'worst case' scenario is when the CHP engines will be operational during night time (all units working simultaneously) to support the national grid, although this situation is anticipated to occur approximately 10% of the year. The nearest noise sensitive receiver will be the residential window at 4th level, approximately 6.0m above the plant room on the 1st floor. To ensure no adverse impact from the energy centre to the residential areas above all plant is proposed to be fully isolated; achieved by constructing the energy centre as a room in room construction.
69. At this stage of the design the precise details of windows to be used are not known, nor are the precise details of the ventilation. However the external envelope of the proposed residences will incorporate suitably specified glazing so as to achieve the proposed design target internal noise levels. Where ventilation is provided through the facade it shall be suitably acoustically attenuated to ensure the achievement of the proposed target internal noise levels is not compromised.
70. The Environmental Health Service has considered the submitted Environmental Noise Survey and Acoustic Design Report, and raise no objection on noise grounds subject to recommended conditions 15, 16, 17 and 18 to ensure that future residential occupiers at upper levels are protected from noise and that noise breakout from the development does not adversely affect neighbours.

Air quality

71. The application has been submitted with a Mechanical Services Flue Height Calculation and Air Quality report. The Environmental Health service has commissioned a specialist external consultant to review this report. At the time of

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preparing this Planning Committee report this response was awaited. An addendum to this Planning Committee report will be published relating to air quality matters once this response has been received.

Wind

73. As the Development proposes a new tall building measuring 17 storeys in height, the impact on the wind microclimate within and around the site is assessed within a wind comfort desk study. All tall buildings can generate significant adverse impacts on the wind microclimate in the vicinity of the building, in the form of various wind conditions on thoroughfares, windier conditions around entrances to the surrounding buildings, ground level amenity spaces, roof terrace amenity spaces and strong wind caused by down-drafting of upper level winds. The significance of these impacts can be managed by deployment of appropriate design features such as canopies and planters that act to deflect or dissipate turbulent airflow.
74. The wind comfort desk study utilises wind statistics from the nearest wind recording station (located at Papercourt Sailing Club - located approximately 4.3km south-east of the site). These wind statistics identify that the dominant wind direction is from the south-west, that the site will not be often exposed to severe wind conditions and that the risk of wind causing discomfort to pedestrians is relatively low.
75. The wind comfort desk study does identify that there is a potential for down drafts and an impact on pedestrian comfort on the western façade of the building. However, this area is to be used as car parking/service forecourt for the energy centre (CHP) and therefore pedestrian activity in this location is unlikely and the impacts from wind are likely to be negligible.
76. The residential building entrance would see the highest pedestrian interaction. The wind comfort desk study identifies that the placement of the thermal storage tanks and refuse/cycle store will provide some shielding, further reducing the likelihood of any user discomfort as a result of wind at the residential building entrance.
77. The wind comfort desk study identifies that the level 02 terrace would face the prevailing winds, exposing this outdoor space to down drafts which could impact the usability of the space and reduce occupant comfort. The report also identifies that the level 17 roof garden would be exposed to the prevailing winds and to higher wind velocities given its elevation. Whilst this is the case the wind comfort desk study identifies that the impact of wind at pedestrian level is likely to be negligible. Mitigation measures in relation to the impact of wind to the level 02 terrace and level 17 roof garden can be secured via recommended condition 22. Overall the wind implications of the development are considered to be acceptable.

Contaminated land

78. Paragraph 178 of the NPPF (2018) states that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination and that, after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. Paragraph 179 sets out that where a site is affected by contamination responsibility for securing a safe development rests with the developer and/or landowner.

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79. The application has been submitted with a Phase 1 Desk Study and Phase 2 Site Investigation Report. The Contaminated Land Officer raises no objection on contaminated land grounds subject to recommended condition 30.

Biodiversity and protected species

80. The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Circular 06/05 - Biodiversity Geological Conservation also requires the impact of a development on protected species to be established before planning permission is granted. This approach is reflected within Policy CS7 of the Woking Core Strategy (2012).
81. An ecological assessment has been submitted with the application, which identifies that the bulk of the site is of low ecological value, consisting of buildings and hardstanding with very limited areas of vegetation formed by species that are common and widespread. No rare or noteworthy species or habitats were observed and none has been reported from the site by the desk study. The site is not subject to any ecological designations.
82. The only feature of significant local ecological value within the site was identified as the mature oak tree to the south-west, which has bat roost potential and is likely to provide nesting opportunities for birds and foraging opportunities for a range of wildlife; this Oak is shown to be retained within the submitted arboricultural information.
83. The ecological assessment identifies that neither of the buildings is considered to have significant potential as a bat roost site, because they are well-sealed and lack crevices, secluded voids or other similar features. No significant bird nesting potential was identified in connection with either building and searches under sheets of scrap material, bricks and other debris, revealed no evidence of any significant wildlife.
84. Given that the site is of low intrinsic ecological value and is not considered likely to support rare or protected species, the ecological assessment considers that no further survey work is necessary. Recommendations are made for the enhancement of biodiversity; further details of these measures can be secured via recommended condition 25. Having reviewed the ecological assessment Surrey Wildlife Trust raise no objection to the development subject to recommended conditions.

Arboriculture

85. Policy CS21 requires proposals for new development to include the retention of any trees of amenity value. Policy DM2 of the Development Management Policies DPD (2016) states that the Council will require any trees which are to be retained to be adequately protected to avoid damage during construction.
86. The application has been submitted with an arboricultural impact assessment (including a tree survey, tree protection plan and preliminary arboricultural method statement), which identifies that there is a mature oak tree (T3) which, although exhibiting occasional dead and broken branches, and dense ivy to the mid crown, is showing reasonable vigour; this oak tree is shown to be retained. The only other trees within the site are a sycamore (T1) and a whitebeam (T2), both of which would be removed to facilitate the development. The sycamore (T1) is a low quality (Category C) tree. Whilst the whitebeam (T2) is a moderate quality (Category B) tree, it is

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overshadowed by larger trees to the south on the railway embankment and therefore has negligible amenity value in the wider landscape.

87. The arboricultural impact assessment also identifies that there is good tree cover on the nearby railway embankment, including ash, oak and sycamore growing through a dense thicket of buddleia, although these trees are identified as being distant enough not to be affected by the development.
88. The Senior Arboricultural Officer has reviewed the submitted information and raises no objection on arboricultural grounds subject to the provision of a detailed arboricultural method statement (recommended conditions 23 and 24 refer).

Flood risk and drainage

89. A Drainage Strategy and SuDS Statement has been submitted with the application. The site lies within Flood Zone 1 and therefore no issues are raised relating to fluvial flood risk. The Council's Strategic Flood Risk Assessment (SFRA) (November 2015) identifies part of the site of the proposed building as being at a 1 in 1000 year risk of surface water flooding, together with parts of the vehicular carriageway of Poole Road.
90. National government strengthened planning policy on the provision of sustainable drainage systems (SuDS) for 'major' planning applications from 6th April 2015; accordingly all 'major' planning applications must consider sustainable drainage systems.
91. The proposed drainage strategy involves attenuating water on-site and limiting the surface water discharge rate to 5 l/s, providing an approximate 71% betterment on the existing surface water run-off rate. In order to reduce the surface water runoff to 5 l/s the Drainage Strategy and SuDS Statement proposes to provide a geo-cellular attenuation tank below the external car park / service forecourt of the energy centre (CHP), with flow to the Thames Water surface water sewer restricted via hydro-brake. An interceptor would be provided to the energy centre car park / service forecourt to prevent petrol / oil contamination of surface water. The Sustainable Urban Drainage System (SuDS) hierarchy has been considered by the applicant in reaching this solution.
92. The Council's Drainage and Flood Risk Team has reviewed the submitted Drainage Strategy and SuDS Statement and raises no objection subject to recommended conditions 26, 27, 28 and 29. The Lead Local Flood Authority (Surrey CC) comments that, subject to the Council's Drainage and Flood Risk Engineer being satisfied with the proposal, they have no further comments to make.

Archaeology

93. Although the site does not fall within an identified Area of High Archaeological Potential Policy CS20 of the Woking Core Strategy (2012) states that on all development sites over 0.4 hectares an archaeological evaluation and investigation will be necessary if, in the opinion of the County Archaeologist, an archaeological assessment demonstrates that the site has archaeological potential.
94. The site (including the red-lined areas along the vehicular carriageways to accommodate the CHP infrastructure) exceeds 0.4 hectares and therefore the County Archaeologist has been consulted. The County Archaeologist has commented that, given the location of the site outside of an Area of High Archaeological Potential, the

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previously developed nature of the land, and the concentrated and limited nature of the proposed groundworks, they perceive there to be a negligible archaeological risk. As a consequence, the County Archaeologist recommends that no further archaeological consideration of the application is required.

Amenity

95. Policy CS21 (Design) of the Woking Core Strategy 2012 advises that proposals for new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. Further guidance is provided within SPD Outlook, Amenity, Privacy and Daylight (2008). The development is generally bounded by commercial land uses, or railway.
96. Poole House (Nos.1-3 Poole Road), Midas House (No.62 Goldsworth Road), Technology House (Nos.48-54 Goldsworth Road) and all other properties within Poole Road and Cherry Street (with the exception of x1 flat above Kendall Cars, Nos.47-49 Poole Road) are within commercial and industrial uses, such that the impact of the development upon these properties does not need to be considered.
97. The boundary of the curtilages of residential properties fronting Kingsway and Kingsway Avenue (to the west) would remain in excess of 220 metres from the development. Approximately 136 metres separation would be retained (at the closest point), across the intervening railway and aggregates depot, between the development and existing buildings within New Central (to the south-east). A similar level of separation, measuring approximately 130 metres at the closest point, would be retained, also across the intervening railway and aggregates depot, between the development and the boundary of the curtilages of residential properties fronting York Road to the south. These retained separation distances are considered sufficient to preclude any sense of enclosure or significant harmful impact, by reason of potential loss of privacy, daylight or sunlight, or overbearing effect due to bulk, proximity or loss of outlook, to these properties.

Daylight and sunlight

98. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within a Daylight and Sunlight Assessment carried out in compliance with the methodology outlined within the Building Research Establishment (BRE) Guide 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)', a recognised industry tool for assessing these effects (hereafter referred to as the BRE Guide). The BRE Guide is however a guide and compliance is not mandatory, since the actual effect can be influenced by other factors. The BRE Guide is referred to within SPD Outlook, Amenity, Privacy and Daylight (2008).
99. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of

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obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

100. It is also a material consideration that Paragraph 123(c) of the NPPF (2018) states that *“local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)”*.
101. Rooms in adjoining or nearby housing where daylight is required include living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed as daylight is not required to these rooms. Vertical Sky Component (VSC) and Daylight Distribution (DD) are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.

Vertical Sky Component (VSC)

102. Vertical Sky Component (VSC) quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. According to the BRE Guide if the VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight. The maximum VSC value obtainable at a flat window in a vertical wall is effectively 40%. Clearly ‘noticeable’ is a different test than that set out within Policy CS21 of the Woking Core Strategy (2012), which refers to ‘significant’ harm rather than a ‘noticeable’ effect.

Daylight Distribution (DD)

103. Where room layouts are known, the impact on the daylighting distribution in existing buildings can be found by plotting the ‘no sky line’ in each of the main rooms. For housing this would include living rooms, dining rooms and kitchens; bedrooms should also be analysed although they are less important. The no sky line divides points on the working plane (in housing assumed to be horizontal and 0.85m high) which can and cannot see the sky. The BRE Guides states that if, following construction of a new development, the no sky line moves so that the area of the existing room, which does not receive direct daylight, is reduced to less than 0.8 times its former value (ie. a greater than 20% reduction) this will be noticeable to the occupants, and more of the room will appear poorly lit. However the BRE Guide also states that the guidelines need to be applied sensibly and flexibly; if an existing building contains rooms lit from one side only and greater than 5.0m deep, then a greater movement of the no sky line may be unavoidable.

Sunlight impacts

Sunlight impact to windows

104. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window, or area of ground, being assessed relative to the position of due south. The BRE guide recommends that all main living rooms facing within 90° of due south (ie. facing from

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90° to 270°) should be checked for potential loss of sunlight. Kitchens and bedrooms are less important.

105. The BRE Guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of APSH between 21 September and 21 March (for ease of reference this period is referred to as 'winter months') and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of APSH. In this context 'Probable sunlight hours' means the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question.

Greenwood House (upper levels of Woking Fire Station)

106. There is residential accommodation at first floor level and above within Woking Fire Station (which is known as Greenwood House). Approximately 37.5m separation would be retained between the closest points of the Poole Road building and the residential accommodation at first floor levels and above. There would be a perpendicular relationship between the eastern elevation of the Poole Road building and the northern elevation would be offset from the southern elevation of Greenwood House such that it would not occur directly opposite the openings within the southern elevation of Greenwood House. These factors are considered sufficient to avoid any potential undue overbearing effect, or sense of enclosure, resulting from bulk, proximity or loss of outlook, and also to avoid any potentially harmful overlooking, to Greenwood House.
107. The submitted Daylight and Sunlight Assessment demonstrates that all habitable room windows within the southern elevation of Greenwood House both retain VSC of 27% or greater, and sustain VSC reductions of less than 20% of existing, such that daylighting would not be significantly adversely affected. The submitted Daylight and Sunlight Assessment also demonstrates that all habitable rooms within the southern elevation of Greenwood House would sustain less than 3% reductions in 'no sky lines' (the BRE criteria is 20% reduction) such that daylighting distribution within these rooms would only be affected in a very minor way.
108. The submitted Daylight and Sunlight Assessment demonstrates that no adverse loss of Annual Probable Sunlight Hours (APSH) (as defined within the BRE Guide) would be sustained to any habitable room windows within the southern elevation of Greenwood House. In terms of Winter Probable Sunlight Hours (WPSH) 12 of the 16 windows would sustain reductions in excess of 20% of existing (20% is the BRE criteria), albeit these reductions mostly vary between 20.2% and 23.0% and are therefore not significantly in excess of the BRE target criteria. Furthermore, although the reduction in existing winter sunlight may be noticeable to occupiers, all southern elevation windows would maintain at least 25.65% WPSH, significantly in excess of the BRE target criteria of 5.00%. The level of retained winter sunlight would therefore remain at a very good level, particularly taking into account the Woking Town Centre location of Greenwood House.

Spectrum House

109. Spectrum House is a former office/retail building located on the corner of Poole Road and Goldsworth Road. It is currently in the process of being converted from office/retail-to-residential, as a result of prior approvals references PLAN/2017/1000 and PLAN/2018/0017. A further floor of residential accommodation is also in the

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process of being constructed as a result of a grant of planning permission (Ref: PLAN/2016/1422). Although not currently in residential use the impact of the Poole Road development has been considered against the resulting situation of Spectrum House; that is that the prior approvals and planning permission are completed and occupied for residential use.

110. The tall element of the development would retain approximately 36.2m separation, at the closest point, to Spectrum House to the north-west. The front refuse/cycle store projection (with the thermal storage vessels located behind) would retain approximately 28.7m separation to the closest point of Spectrum House. These factors are considered sufficient to avoid any potential undue overbearing effect, or sense of enclosure, resulting from bulk, proximity or loss of outlook, and also to avoid any potentially harmful overlooking, to Spectrum House.
111. The submitted Daylight and Sunlight Assessment demonstrates that all habitable room windows within the relevant elevations of Spectrum House would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected, with the exception of the following windows:

Window Ref	BRE VSC reduction target	VSC reduction sustained	Extent of reduction beyond BRE target	Retained VSC
68	20.00%	22.84%	2.84%	25.78%
69	20.00%	21.95%	1.95%	25.95%
70	20.00%	21.10%	1.10%	26.14%

112. These three windows would serve a bedroom and living room to a third floor flat. The bedroom would be served by both windows 69 and 70. The living room would be served by windows 67 and 68; window 67 would comply with the BRE VSC target criteria, which would reduce the adverse impact upon the living room also served by window 68. As demonstrated by the preceding table the retained VSC to these three windows, and the extent of the VSC reduction sustained, would both be marginally beyond the BRE target criteria. Taking this factor into account, combined with the Woking Town Centre location of Spectrum House and that, of the 81 windows assessed within Spectrum House, only 3 windows (less than 4%) would fail to meet the BRE VSC target criteria, the impact upon daylighting to Spectrum House is considered to be acceptable.
113. The submitted Daylight and Sunlight Assessment demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any habitable room windows within the relevant elevations of Spectrum House with the exception of window 55, which would retain 24.60% APSH. This retained APSH falls only 00.40% short of the BRE Guide target criteria of 25.00%. This very minor level of shortfall to 1 of the 81 windows assessed (less than 2%) is not considered to result in significantly harmful impact to Spectrum House.

Nos.20-32 Goldsworth Road site

114. Nos. 20-32 Goldsworth Road (Ref: PLAN/2016/0742), situated beyond intervening Woking Fire Station training yard and car park to the east, benefits from a resolution to grant planning permission subject to the completion of a S106 legal agreement. Blocks C and D would occur to the western periphery of the Nos.20-32 Goldsworth

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Road site, although the level 03 podium/roof would effectively 'wrap' around Blocks B and C and almost abut the common boundary with the Woking Fire Station training yard and car park. Residential Block C would occur towards the railway lines and reach 17 storeys in height. Commercial Block D would step down from Block C towards Goldsworth Road. The impact of the development upon proposed Block C, which would contain residential accommodation, is key.

115. Approximately 44.5m separation would be retained between the Poole Road development and the western boundary of the Nos.20-32 Goldsworth Road site, which occurs across the intervening Woking Fire Station training yard and car park, which is considered sufficient to avoid any potential undue overbearing effect, or sense of enclosure, resulting from bulk, proximity or loss of outlook to the proposal, particularly residential Block C, at Nos.20-32 Goldsworth Road. It should be noted, as previously set out, that the heights of the Poole Road development and Block C of the Nos.20-32 Goldsworth Road proposal are comparable. Whilst mutually facing windows would occur between the Poole Road development and that proposed at Nos.20-32 Goldsworth Road, across the intervening Woking Fire Station training yard and car park, the retained 44.5m separation is considered sufficient not to give rise to a significantly harmful loss of privacy to either development.
116. The submitted Daylight and Sunlight Assessment demonstrates that all habitable room windows within the western elevation of Block C of the proposed development at Nos.20-32 Goldsworth Road would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain a less than 20% reduction), such that daylighting would not be significantly adversely affected, with the exception of the following windows:

Window Ref	BRE VSC reduction target	VSC reduction sustained	Extent of reduction beyond BRE target	Retained VSC
1	20.00%	22.27%	2.27%	24.64%
26	20.00%	21.17%	1.17%	19.70%
27	20.00%	23.29%	3.29%	19.17%
30	20.00%	20.27%	0.27%	25.57%

117. Window 1 would serve a living room, which would also be served by a window within the southern elevation of Block C which would remain unaffected by the Poole Road development. Windows 26, 27 and 30 would all serve bedrooms, which are generally considered to be less sensitive to daylight reductions than living rooms, and sustain reductions in VSC relatively small margins beyond the BRE target criteria (to a maximum of 3.29% beyond). Furthermore the proposed development at Nos.20-32 Goldsworth Road does not benefit from planning permission, albeit it does benefit from a resolution to grant planning permission subject to the prior completion of a S106 legal agreement, and therefore may not be implemented, or may be implemented in a slightly different manner (subject to further planning application(s)).
118. Taking all of these factors into account, combined with the Woking Town Centre location, and high-density nature, of the proposed development at Nos.20-32 Goldsworth Road and that, of the 90 windows assessed within the western elevation of Block C, only 4 windows (less than 5%) would fail to meet the BRE VSC target criteria, the impact upon daylighting to Block C of the proposed development at Nos.20-32 Goldsworth Road is considered to be acceptable. Furthermore the Poole Road development is not considered to unduly prejudice any future potential

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redevelopment of the Nos.20-32 Goldsworth Road site, either in the form of PLAN/2016/0742 or in any potential revised form (subject to further planning application(s)).

119. The submitted Daylight and Sunlight Assessment demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any habitable room windows within the western elevation of Block C of the proposed development at Nos.20-32 Goldsworth Road.

Solar glare

120. The BRE guidelines outline a brief methodology for evaluation of the scale of a solar glare issue: *"If it is likely that a building may cause solar dazzle the exact scale of the problem should be evaluated...by identifying key locations such as road junctions and windows of nearby buildings, and working out the number of hours of the year that sunlight can be reflected to these points"*. Reflected solar glare (or "solar dazzle") can only arise when all of the following conditions are met: (i) sky conditions are clear enough for the sun to be visible (ii) the facade material is sufficiently specular (reflective) at the viewing angle of the observer and (iii) the observer's position and sun position are such that the observer can see a reflection of the sun in the building facade.
121. There are no quantitative criteria within the BRE guidelines regarding acceptable levels of solar glare. There is, however, research which suggests that the significance of a glare occurrence is largely dependent upon its angle from the line of sight and the relevance of this with respect to the human field of vision. Between 10° and 30° corresponds to Near Periphery field of view and therefore where glare occurs between these angles, the impact would be considered minor or moderate depending upon the location and use of the adjacent sensitive receptor and the period of time the glare occurs. An angle of greater than 30° corresponds to the Far Periphery field of view and, therefore, the risk of reflective solar glare causing a hazard is reduced. As such, the impact would be considered to be of negligible significance.
122. The application has been submitted with a solar glare study, the purpose of which is to quantify the potential for glare for train drivers using the railway line to the south of the site, arising from reflections of the sun on the facades of the building. Three sensitive viewing positions were identified along the railway line, corresponding to key positions for train drivers using the line in relation to signals and junctions. For each viewing position, a set of HDR images with false colour luminance were generated from the daylight model, simulating the pattern of luminance that would be generated under clear sky conditions throughout the day on three key dates of the year: 21st December (winter solstice - when the sun's altitude at solar noon is at its lowest), 21st September (equinox), and 21st June (summer solstice - when the sun's altitude is at its highest). It should be noted that there are two equinoxes in the year, one in March (spring equinox) and one in September (vernal equinox). Both equinoxes have exactly the same characteristics in terms of sun position. These dates are not exhaustive, but represent key times of the year in terms of the sun's position, and the likelihood of solar glare during the periods in between these dates can be inferred. The submitted solar glare study is based on the assumption is that if an area on the facade of the building has a luminance of 8,000 Cd/m² or greater, it could constitute a glare source.
123. The submitted solar glare study sets out that there are several times on each of the above dates when sources of high luminance (above 8,000 Cd/m²) on the building facade were detected within the 30° zone of the observer's visual field. However, they

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are typically spread over a large area, indicating that they are not a direct reflection of the sun's image, but rather a bright area of diffused light. This is due to the facade composition, in which specular areas of material (such as glazing) are broken up by spandrel panels and cladding, so that large areas of glossy surface are avoided.

124. The submitted solar glare study also identifies a small number of periods in which areas of luminance in excess of 9,000 Cd/m² were detected within the 30° visual field. These are 11.00-16.00 at the equinoxes and 15.00-17.00 during summer solstice for position 1, 10.00-14.00 for the equinoxes and 15.00 - 17.00 during summer solstice for position 2, and 08.00-09.00 at summer solstice and equinox for Position 3. As the sun's apparent altitude changes gradually from day to day, it is possible that, if the sky is sufficiently clear, these conditions could exist for a number of weeks around the key dates in question. In other words, the hours that have been identified in the analysis when solar glare is possible do not only apply to the dates analysed, but to several weeks either side of those dates.
125. Whilst this is the case the submitted solar glare study sets out that the following steps can be taken to reduce the likelihood of solar glare at the identified times:
- Ensure that the Metallic cladding material is as matte as possible.
 - Decrease the light reflectance value of the metallic cladding by choosing a darker finish.
 - Ensure that the materials chosen for other elements (such as the fritted glazing, spandrel panels and flues) have the same properties as those used in the solar glare study.

External material samples are the subject of recommended condition 04. It is considered that a final solar glare study can also be secured via condition 04, to accompany the submission of external material samples. At this stage the finish (and reflectance) of the metallic cladding material will be confirmed and any measures necessary (as set out above) to reduce the likelihood of solar glare can be adopted in submission, and approval, of the external material samples.

Transport, highways and accessibility

126. A Transport Statement has been submitted with the application, which has been updated following the revisions to the scheme.
127. The applicant currently envisages that most of the residential units will be leased by The University of Surrey (UniS) based in Guildford and offered primarily to post-graduate students. Each residential unit is intended for single occupancy, resulting in x247 residential occupants at full occupation.
128. Paragraph 110 of the NPPF (2018) suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.
129. SPD Parking Standards (2018) does not contain specific car parking guidance for student/co-living accommodation, but does state that, for sui generis uses and those not mentioned specifically with the SPD, car parking will be subject to individual assessment/justification. Taking into account that the location of the proposed building

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is adjacent to the Woking Town Centre boundary, the following statements within SPD Parking Standards (2018) provide some helpful context:

- *“Parking provision in the town centre for new developments will have to be carefully managed to ensure an efficient allocation of land and control congestion from these developments; whilst still ensuring highway safety;*
- *The town centre and its wider area are covered by a number of Controlled Parking Zones (CPZ). These cover all the kerbsides in the town centre, making them subject to a waiting restriction and parking charges; and*
- *Woking town centre is highly accessible via many transport modes, suffers from congestion and has a huge demand for land. Therefore, more stringent standards – 50% reduction – applies for Woking town centre (as defined on the Proposals Map), to balance all of these needs. This approach was undertaken in the previous Woking parking standards SPD and has been successful in increasing the use of sustainable transport modes of travel and in directing parking into public car parks, thereby gaining the benefits derived from unallocated shared parking.”*

130. Poole Road and Butts Road are subject to parking restrictions in the form of double or single yellow lines. The town centre and its wider area are covered by a number of Controlled Parking Zones (CPZ), which cover all the kerbsides in the Town Centre, making them subject to a waiting restriction and parking charges. They are generally restricted between 08:30 and 18:00 hours Monday to Saturday.

Car parking

131. x12 parking spaces will be provided for use by energy centre staff, based on operational needs and experience at similar facilities. It is operationally critical that the energy centre is able to closely manage its car parking due to the CPZ surrounding the site.
132. No on-site car parking will be provided for students/co-living residents, which is considered to be acceptable due to the combined factors of:
- A wide range of bus services is easily accessible within approximately 300 metres of the site
 - Regular train services are available at Woking railway station within approximately 640 metres from the site
 - The site benefits from good access on foot and cycle to Woking Town Centre with many local amenities within a short walk or cycle, meaning that students/co-living residents would have no need for regular access to a car
 - Provision of communal facilities on-site for functional and leisure purposes (ie. common rooms, gym and changing rooms, and launderette)
 - x138 secure, covered cycle parking spaces will be provided on site for students/co-living residents and energy centre staff
 - Ease of reaching the University of Surrey campus sites in Guildford, and higher education sites within London, by non-car modes

Furthermore, students are generally less likely to own or have access to a car than occupiers of other forms of residential accommodation.

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Cycle parking

133. SPD Parking Standards (2018) does not contain specific cycle parking guidance for student/co-living accommodation, but does state that, for sui generis uses and those not mentioned specifically with the SPD, cycle parking will be subject to individual assessment/justification.
134. Although not forming part of the Development Plan within Woking Borough the Surrey County Council Vehicular and Cycle Parking Guidance (January 2018) is capable of forming a material consideration in the determination of this planning application. In the case of student accommodation this document indicates that 1 cycle parking space per 2 students should be provided. x247 student / co-living units are proposed, all of which would be for single occupation (x247 maximum occupiers); at 1 cycle space for 2 occupiers a requirement for x124 cycle parking spaces would arise.
135. A secure cycle store on the ground floor will be provided x130 cycles for students and co-living residents (a ratio of circa 0.5 per unit). A secure, covered shelter will be provided for use by Energy Centre staff, accommodating at least x8 cycles (energy centre staff will also have access to x12 parking spaces). The provision of cycle parking can be secured via recommended condition 13.

Alternative modes of travel

Walking and cycling

136. Walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The local highway network is subject to a network of good quality footways and pedestrian crossing facilities, which connect to the centre of Woking and public transport connections.
137. Two National Cycle Routes pass close to the site through Woking town centre; Route 221 and Route 223:
 - National Cycle Route 221 is an off-road route along the Basingstoke Canal, passing close to Woking Town Centre and West Byfleet, Woking and Brookwood rail stations. At the junction with the River Wey Navigation, cyclists have the option to continue north to Weybridge or south to Guildford.
 - National Cycle Route 223 starts at Chertsey in the north; the route runs south along the A320 to Woking Town Centre, passing through Horsell Common and Ottershaw. The route then continues south on to Guildford.

Additionally, the Woking and Egham, Surrey Cycle Link passes through Woking Town Centre and provides access south towards Ripley, East Clandon and north towards Egham.

Rail

138. Woking railway station is located a walking distance of approximately 640 metres east of the application site (a circa 8 minute walk or 5 minute cycle) and is accessible from the application site via the existing network of footways and pedestrian crossings. This distance is well within an 800 metre 'acceptable' walking distance as recommended by the Chartered Institute of Highways and Transportation (CIHT). Woking railway station provides access to a wide range of high-frequency South Western Railway

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services to various local and regional destinations, which includes fast, direct services to Clapham Junction and London Waterloo and services to Guildford, Surbiton, Weybridge, Alton and Portsmouth Harbour. Services from Woking to Guildford run every 10 minutes in both the morning and evening peak periods, as well as on a Saturday and Sunday daytime periods. This provides a key link between Woking and Surrey University's main campus in Guildford.

Bus

139. The nearest bus stop to the site is on Woking High Street, approximately 300 metres to the east of the site and within the CIHT's recommended 400 metres walking distance to a bus stop. The 'High Street Link Road' bus stop was recently implemented and provides high quality waiting and accessibility infrastructure, including a shelter, seating, raised kerbing and real time bus information. It is directly accessible from the site via the existing footways and crossing provision. This bus stop serves many local bus routes, including, but not limited to, the following key services towards Guildford, which is the most likely regular destination for any UniS students:

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Saturday daytime frequency
28	Guildford – Knaphill – Woking	Every 30 minutes	Every hour	Every hour and 30 minutes
Max 34	Guildford – Woking – Camberley	Every 30-40 minutes	Every 30-40 minutes	Every 20-40 minutes
Max 35	Guildford – Woking – Camberley	Every hour	Every hour	Every hour
462	Guildford – Ripley – Woking	Every 2 hours	Every 2 hours	Every 2 hours
463	Guildford – Ripley – Woking	Every 2 hours	Every 2 hours	Every 2 hours

Access to local facilities

140. Woking Town Centre provides a wide range of local services and facilities, including shops, professional services, food and drink, banks, jobs and leisure outlets, many of which are accessible on foot. It is also a consideration that there will be on-site facilities for the student/co-living accommodation, thereby reducing the need to travel to use facilities such as launderette, gym and common rooms. A large supermarket is located circa 300 metres from the site with a dental centre (250 metres), pharmacy (450 metres) and medical centre (650 metres) within easy walking and cycling distance.
141. Overall the site has a very good level of accessibility by public transport, on foot and by cycle. Connections with the University of Surrey in Guildford are excellent by both bus and rail. The site's location in relation to local amenities within Woking Town Centre and surrounds means that future residential occupiers can access everyday local amenities on foot.

Energy centre

142. The submitted Transport Statement sets out that normal operating hours of the CHP engines are proposed to be 06:00 to 23:00, seven days per week, although these

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hours may be extended in exceptional circumstances. Other plant associated with the energy centre will operate permanently but automatically, hence a full-time staff presence will not be necessary. During a typical weekday, three engineering staff will be on site from 07:00 until 18:00, although engineers may need to attend site at other times if responding to a fault or emergency. One or two additional administrative/scheduling staff may also be present during normal weekday working hours. In addition, up to x12 mobile engineers will be based at the site; they will arrive and remain only to collect parts, tools, job sheets etc. and return for the last 30-minutes (approximately) of the working day.

Access

143. Pedestrian access for the student/co-living residents and the energy centre staff/visitors will be separate. Vehicular access for the CHP plant will be from Poole Road, where the existing dropped kerbs will be maintained, to the southern part of the site. The boundary fence will be installed with a central gate for HGV access.

Servicing arrangements

Energy Centre

144. The submitted Transport Statement sets out that servicing and deliveries for the Energy Centre are anticipated to include the following:
- Up to three small transit sized vans for deliveries or visiting contractors (daily)
 - 7.5 tonne to 18 tonne curtain side or tail lift rigid HGV (once per week)
 - A 26-tonne tanker (every two to three months)
145. The proposed access and servicing arrangement has been tested using the vehicle swept paths. In the interests of robustness, a 16.5-metre long articulated vehicle (the largest generally permitted on UK roads) and a 26-tonne tanker have been used in this analysis. The swept paths show these vehicles reversing into the site towards the engine room shutters and pulling out onto the highway in forward gear. It is unlikely that more than one engine will be serviced/dismantled at any one time; therefore only one HGV will need access to the site at a given time.
146. The submitted Transport Statement states that delivery and servicing vehicles to the site will be closely managed by the Energy Centre staff to ensure that no conflict arises between servicing activities and car parking and to maximise safety. During construction, it will be necessary to transport three 15-metre long thermal storage cylinders; this operation will be carried out by a specialist supplier with experience in the field. The delivery route and timings will be carefully planned, involving advance consultation by the applicant with the Police and Highway Authorities as appropriate. Condition 34 is recommended to secure submission of an energy centre delivery and service vehicle management plan and condition 12j) is recommended to secure details of the thermal storage cylinder delivery route and timings as part of the Construction Transport Management Plan (CTMP).

Student/Co-living Units

147. Servicing activity associated with the student/co-living units will predominantly relate to cleaning, maintenance, vending machine re-stocking, etc. The students/co-living residents will attract occasional deliveries associated with online shopping or regular

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mail, mostly undertaken by light goods vehicles (up to 7.5 tonnes). They will be limited in number with a short dwell time and therefore may be performed from Poole Road.

148. The Transport Statement sets out that student/co-living unit maintenance vehicles will gain access to the site and be permitted limited use of the available parking bays by agreement with Energy Centre staff, who will manage such access to minimise conflicts. Further details of these arrangements can be secured via recommended condition 21c) as part of the Student / Co-living management plan.

Students Moving In/Out

149. The Transport Statement sets out that at the beginning and end of each academic term and particularly at the start/end of the academic year, it is likely that students will be dropped off and collected by car or small van. These vehicles will need to park for short periods (up to about 30-minutes) while personal possessions are unloaded/loaded. The moving in process typically takes place over two or three weekends in advance of the autumn term, whereas the moving out period is spread over a longer period still as students complete their studies for the year. This staggered moving in/out period will have little impact on the local road network.
150. The submitted Transport Statement sets out that move in/out days will take place on weekends, which will allow students to park and drop off possessions within the energy centre car park. This will be managed between the student/co-living unit management staff and the energy centre staff; students will be allocated arrival times/slots and marshals will be present to ensure that unloading/loading is carried out quickly. Further details of these arrangements can be secured via recommended condition 21b) as part of the Student / Co-living management plan.

Refuse/recycling collection

151. Refuse/recycling collection will be undertaken from Poole Road. The student/co-living refuse/recycling store is located such that the collection distance, and therefore the dwell of the collection vehicle (RCV) will be minimised. Collection will be privately managed owing to the nature of the residential accommodation in this instance.

Trip generation

152. The Transport Statement utilises the TRICS database to establish that the previous uses are likely to have generated 25 total person trips in the morning peak hour, of which 17 are likely to have been vehicular. In the evening peak hour, the previous uses could have generated 23 total person trips, of which 16 are likely to have been vehicular. Across an average weekday, the previous uses are likely to have generated 126 total person trips, of which 81 could have been vehicular.
153. The Transport Statement sets out an assessment of the trip generation potential of the student/co-living units based on trip rates derived from the TRICS database. These indicate that the student/co-living units are likely to generate 39 total person trips in the weekday morning peak hour, of which none are anticipated to be by car. In the evening peak hour, 56 total person trips are likely to be generated, of which none are anticipated to be by car. Over an average weekday, the proposed student/co-living units are likely to generate 488 two-way total person trips. No vehicle trips associated with the student/co-living units would enter/leave the site, except under closely managed conditions at the start and end of the academic year as set out previously.

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154. The Transport Statement indicates that the proposed energy centre is likely to generate up to 29 vehicle trips in both the weekday morning and evening peak hours. Over an average weekday, the proposed energy centre is likely to generate 64 two-way total person trips. Overall the maximum net impact of the proposed development, in terms of vehicular trip rates, is not expected to be significant.

Travel Plan

155. A Travel Plan Statement has been submitted in support of the application. Due to the scale and operational nature of the energy centre the management and implementation measures set out within the Travel Plan Statement relate to the student/co-living accommodation.
156. In order to support travel by active and/or sustainable transport modes the 'hard' infrastructural and 'soft' behavioural measures proposed to be implemented for the student/co-living accommodation consist of:
- the appointment of a Travel Plan Coordinator (TPC)
 - provision of on-site cycle parking
 - on-site noticeboard(s) displaying travel information
 - an information leaflet for supply to students/co-living residents explaining all appropriate transport options for travel to and from the accommodation
 - routine communications between the students/co-living residents, any accommodation management team/representative, and personnel at any related educational establishment to include travel information as and when necessary and appropriate
 - information about the health benefits of active travel (walking and cycling)
 - the locations and types of local amenities and how to access these via active and/or sustainable modes
157. The implementation of the student / co-living accommodation Travel Plan can be secured via recommended condition 14.

Sustainability and renewable energy

158. Policy CS22 of the Woking Core Strategy (2012) requires new non-residential development of 1,000 sq.m or more (gross) floorspace is required to comply with BREEAM very good standards (or any future national equivalent). Policy CS22 also states that applications for developments with exceptionally high total energy consumption, such as large leisure facilities with a high heat demand or buildings with exceptionally high power/cooling loads (such as data centres), will be required to reduce the total carbon emissions from the development by 10% through the use of renewable energy measures on site.
159. The application has been submitted with a sustainability and energy statement, which sets out that the energy reduction strategy will follow the energy hierarchy by seeking to:
- Use Less Energy (Be Lean) - minimise the overall environmental impact and energy use through energy efficiency measures - e.g. improved insulation and glazing

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- Use Clean Energy (Be Clean) - ensure that energy systems on-site (heat and power) are efficient and produce minimal CO2 emissions - e.g. CHP, District Heating and Communal Boilers; and
 - Use Renewable Energy (Be Green) - implement the use of suitable technologies to provide renewable and emission free energy sources
160. The submitted sustainability and energy statement concludes that the proposed development will provide a modern, resource efficient, sustainable site, which responds positively to the relevant sustainability planning policies and deliver the following measures:
- Connection to the in-house district CHP system;
 - Time and weather compensator controls;
 - A high efficiency Mechanical Ventilation Heat Recovery system;
 - High levels of insulation and low U-values;
 - Accredited Construction details for all applicable thermal bridges;
 - Air permeability of <5 m³/hr/m²;
 - Achieve an internal water usage limited to <125L/person/day (including an allowance of <5L/person/day for external water consumption); and
 - 100% low energy lighting
 - PV panels on rooftop
161. The application has been submitted with a BREEAM NC 2014 Pre-Assessment Estimate report by SRE, who have been appointed to act as the BREEAM Assessor. This report identifies that the development can potentially achieve a score of 66.7%, attaining a rating of 'Very Good' under BREEAM New Construction 2014 - at the present time. BREEAM matters can be secured via recommended condition 33.

Thames Basin Heaths Special Protection Area (TBH SPA)

162. Policy CS16 of the Woking Core Strategy (2012) sets out how the Community Infrastructure Levy (CIL) will be used to enable infrastructure requirements arising from growth to be funded through developer contributions, including avoidance measures (Suitable Alternative Natural Greenspace – SANG) for the Thames Basin Heaths Special Protection Area (TBH SPA). CIL is charged on residential (Class C3) and retail (Class A1) development, but there is a Nil rate for all other commercial and non-residential uses. The proposed development does not fall within the definition of 'residential' within the CIL Charging Schedule. However, the Council is required, under the EU Habitat Directive, to avoid harm to sensitive environmental sites of European significance such as the TBH SPA as a result of development. The Council has set the CIL rate to cover SANG mitigation for residential forms of development from which CIL cannot be levied, and therefore these applications would meet the requirements of the Directive.
163. Policy CS8 of the Woking Core Strategy (2012) sets out how new residential development, which is likely to have a significant effect on the purpose and integrity of the Thames Basin Heaths SPA either alone or in combination with other projects, will be required to demonstrate that adequate mitigation measures are put in place to avoid any potential adverse effects. Although CIL is the only mechanism for collecting SANG contributions within the Borough, contributions towards Strategic Access Management and Monitoring (SAMM) are sought separately under Section 106.

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164. The Thames Basin Heaths SPA Avoidance Strategy does not provide specific guidance on Sui Generis Use Class student/co-living accommodation – developments such as these are generally considered on a case by case basis. There are a number of key criteria which need to be assessed before a decision can be made as to what extent avoidance and mitigation is required for such a proposal. They include:

- Size of development: the proposal would result in x247 student/co-living units and an overall 12,826 sq.m of internal floorspace. This is considered to be a large development;
- Distance from the SPA: the proposal falls within the 400m-5km zone, and lies 1,710m straight-line distance from the nearest point of access to the SPA (along Horsell Birch) – which is considered to be beyond reasonable walking distance, but within reasonable cycling distance;
- Accessibility to the SPA: the development will be car free in relation to the student/co-living development. Cycle spaces will be provided. Students are less likely to have or need a car compared with residents of conventional residential accommodation, and would therefore need to access the SPA by public transport, by foot or by bike;
- Whether it is possible for the accommodation to be occupied for 12 months of the year or just during term time: floors 4 to 16 above the energy centre will provide shared student/co-living accommodation for students, professionals and graduates. Student accommodation is normally rented on a 39 or 50 week lease for full-time students. Co-living accommodation provided is for periods longer than traditional short stay accommodation, but not for permanent occupation. Tenants often stay between 6 and 12 months;
- What type of occupants/students the proposed development will house: the PSBA element is likely to target post-graduates who can live at the accommodation for a number of years, potentially with their family; and the co-living element will target 19-35yr old employed individuals (often graduates and those unable to afford private rented sector accommodation) and some post graduate students;
- The ability for students to have cars on site, and thus their accessibility to the SPA by vehicle: the development will be car free and only provide parking for employees of the energy station – accessibility to the SPA by vehicle would therefore very limited;
- The ability for students to have pets: this is considered to be unlikely, but the Design & Access Statement refers to precedents including the 'Fizzy Living' development in Walthamstow where 'even pets are welcome';
- Will the dwellings be sold to the open market at a later date?: this is a possibility although is considered unlikely because the energy centre operator will wish to retain control over the building.

165. Based on the characteristics of this kind of accommodation it could be concluded that the effects on the TBH SPA will be less than traditional dwelling houses (use class C3), and the scale of mitigation may be less than that of traditional housing. However the units of student/co-living accommodation are considered to need to provide an appropriate SAMM contribution per unit. The co-living units have the potential to be

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occupied for longer periods than units rented for student accommodation, which are more likely to be occupied during the academic year, and potentially for individual academic terms. The TBH SPA Avoidance Strategy tariff (April 2018 update) sets a SAMM contribution per studio dwelling of £503. Given that x247 units are proposed the SAMM contribution required is £124,241; this would need to be secured through an Executive Undertaking.

166. Natural England have confirmed that, provided the applicant is complying with the requirements of Woking's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA (through a legal agreement securing contributions to Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM)), Natural England has no objection to the application. Subject to the completion of an appropriate Executive Undertaking, the Local Planning Authority is able to determine that the development would have no significant effect upon the TBH SPA and therefore accords with Policy CS8 of the Woking Core Strategy (2012) and the Thames Basin Heaths Special Protection Area Avoidance Strategy.

Affordable housing

167. Policy CS12 of the Woking Core Strategy (2012) requires all new residential development meeting certain criteria to contribute towards the provision of affordable housing within the Borough. Although affordable housing provision will generally be required from residential developments within the C3 use class, the reasoned justification states that the policy applies to all sites where new residential development is proposed, including 'other forms of residential accommodation where relevant'. Policy CS12 therefore, as a matter of principle, does not rule out seeking affordable housing contributions on the back of all forms of residential development, which could include student accommodation and sui generis use class residential accommodation.
168. On balance, taking into account guidance contained within SPD Affordable Housing (2014), it is not considered that purpose built student accommodation of the nature proposed should contribute towards affordable housing. SPD Affordable Housing (2014) indicates on page 24 that Policy CS12 does not currently apply to student accommodation. The Council may in future do further work to see whether student accommodation can provide some form of affordable housing without undermining viability. However that work is yet to be done, and in light of this, at this stage a contribution towards affordable housing cannot be sought.

CONCLUSION:

169. Overall the development would not undermine the overarching objective of Policy CS15 and would help facilitate the predicted future growth in economic development required for Woking's economy to grow through provision of a new CHP plant, in one of the potential locations for a new town centre energy station identified within SPD Climate Change (2013). The CHP plant would serve Woking Town Centre and environs thereby helping to secure reductions in greenhouse gas emissions, minimise vulnerability and provide resilience to the impacts of climate change, adding to one of the most extensive decentralised and renewable and low carbon energy infrastructures in the UK.
170. The proposed building would be appropriate in bulk and scale for the location and represent exceptional design, utilising a modern 'industrial' aesthetic, which would help raise the standard of design more generally in the area, and assist in stimulating

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the redevelopment of the Poole Road Industrial Estate within a very sustainable location adjacent to Woking Town Centre.

171. Subject to recommended conditions the impact upon all planning considerations is considered to be acceptable. The proposal is therefore considered to accord with policies CS1, CS2, CS7, CS8, CS9, CS10, CS11, CS12, CS15, CS16, CS18, CS21, CS22, CS23, CS24 and CS25 of the Woking Core Strategy (2012), Policies DM2, DM5, DM6, DM7, DM8, DM11 and DM16 of the Development Management Policies Development Plan Document (2016), Supplementary Planning Documents Design (2015), Outlook, Amenity, Privacy and Daylight (2008), Parking Standards (2018), Affordable Housing Delivery (2014) and Climate Change (2013), the provisions of the National Planning Policy Framework (NPPF) (2018) and the Planning Practice Guidance (PPG).

BACKGROUND PAPERS

Site visit photographs

Site Notices (Major Development - dated 05.07.18 and 11.10.18)

Site Notice (Departure from Development Plan - dated 11.10.18)

Consultation response from County Highway Authority (CHA) (SCC)

Consultation response from Network Rail

Consultation response from Environmental Health

Consultation response from Planning Policy (WBC)

Consultation response from Contaminated Land Officer

Consultation response from Senior Arboricultural Officer

Consultation response from County Archaeologist

Consultation response from Surrey Wildlife Trust

Consultation response from Drainage & Flood Risk Team (WBC)

Consultation response from Lead Local Flood Authority (LLFA) (SCC)

Consultation response from Environment Agency (EA)

Consultation response from Natural England

Consultation response from Civil Aviation Authority (CAA)

Consultation response from National Air Traffic Services (NATS)

Consultation response from Joint Waste Solutions

RECOMMENDATION

Subject to the prior resolution of the Council's Executive to give effect to the following measures:

- a) SAMM (TBH SPA) contribution of £124,241.
- b) Ensure that all residents of the student / co-living accommodation located on levels 04 - 16 (inclusive) have access to level 02 (communal), level 03 (communal) and level 17 (roof garden element only) in perpetuity.
- c) Student / co-living accommodation located on levels 04 - 16 (inclusive) to be offered on minimum tenancies of three months duration and maximum tenancies of twelve months duration.

the Development Manager (and, in their absence, the Development Team Leader or the Principal Planning Officer) be authorised to **Grant** planning permission subject to the following recommended conditions (and any minor amendments to those conditions):

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Commencement date

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

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

Approved Plans / Documents

02. The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in this notice, other than where those details are altered pursuant to the requirements of the conditions of this planning permission:

Proposed Drawings

32004 PL-01-00 Rev 1, dated Oct' 18 (Application Boundary)

32004 BM-A-PL-01-XX Rev H (Site Plan)

32004 BM-A-PL-03-00 Rev J (Ground Floor Plan GA Floor Plans Level 00)

32004 BM-A-PL-03-M01 Rev K (Mezzanine - GA Floor Plans Level 00A)

32004 BM-A-PL-03-01 Rev K (First Floor Plan - GA Floor Plans Level 01)

32004 BM-A-PL-03-02 Rev K (Second Floor Plan - Communal GA Floor Plans Level 02)

32004 BM-A-PL-03-03 Rev I (Third Floor Plan - Communal GA Floor Plans Level 03)

32004 BM-A-PL-03-04 Rev L (Fourth & Fifth Floor Plan - Units GA Floor Plans Level 04 & 05)

32004 BM-A-PL-03-06 Rev K (Sixth to Sixteenth Floor Plan - Standard Units GA Floor Plans - Level 06-15)

32004 BM-A-PL-03-17 Rev J (Seventeenth Floor - Roof Garden GA Floor Plans Level 17)

32004 BM-A-PL-03-18 Rev I (Roof Plan)

32004 BM-A-PL-04-01 Rev H (Sections 1-2)

32004 BM-A-PL-04-02 Rev I (Sections 3-4)

32004 BM-A-PL-04-03 Rev I (Sections 5-6-7)

32004 BM-A-PL-05-01 Rev J (Elevations N-E)

32004 BM-A-PL-05-02 Rev J (Elevations S-W)

Existing Drawings

32004 PL-01-01 Rev 1, dated Oct' 18 (Existing Site Plan)

L 7788/2 (9/9a Poole Road, Woking, GU21 6DY - Topographical Survey)

L 7788/2 (9/9a Poole Road, Woking, GU21 6DY - Elevations)

Documents

Planning Statement by HTA Design LLP (Ref: THA-PRO), dated June 2018

Planning Statement Addendum by HTA Design LLP (Ref: THA-PRO), dated Oct 2018

Design and Access Statement by Broadway Malyan (Ref: 32004 DAS), dated 13th June 2018

Design & Access Statement - Addendum by Broadway Malyan (Ref: 32004 DAS), dated 5th October 2018

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BREEAM NC 2014 Pre-Assessment Estimate by SRE (Revision C, dated 31.05.2018)
SRE SBEM Summary Report - Thameswey Energy Centre (V1RevA), dated 18.05.2018
Sustainability and Energy Statement (LZC Feasibility Report) by SRE Limited, Revision 2, dated 05.10.2018
Phase 1 Desk Study and Phase 2 Site Investigation Report by Albury S.I. Ltd (Ref: 16/10885/GO), dated February 2017
Transport Statement by Motion (Ref: 1804053/twwoki), dated 04.10.2018
Travel Plan Statement by Motion (Ref: 1804053/twwoki), dated 04.10.2018
Environmental Noise Survey and Acoustic Design Statement Report by Hann Tucker Associates (Ref: 25330/ADS Rev 1), Revision 2 dated 15 October 2018
Daylight and Sunlight Assessment by Hoare Lea, Revision 4 dated 31 October 2018
Wind Comfort Desk Study by Elliott Wood (Ref: 2180010), Revision P4, dated 04.10.18
Ecological Assessment by Richard Tofts Ecology, dated June 2018
Mechanical Services Flue Height Calculation & Air Quality by Hulley & Kirkwood, Issue No.4, dated 4 October 2018
Mechanical & Electrical Services Engineering Assessment & Plant by Hulley & Kirkwood, Issue No.4, dated 4 October 2018
Fire Engineering Stage 2 Report by Hoare Lea (Ref: REP-1919238-5A-IH-240918 (Stage 2+), Revision 03, dated 25.09.2018

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

Detailing

03. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until drawings at 1:10 scale (including sections) or at another scale first agreed in writing by the Local Planning Authority showing all external construction detailing have been submitted to and approved by the Local Planning Authority in writing, unless otherwise agreed in writing by the Local Planning Authority. The drawings shall include details of:
- a) the facade of the building including details of ground and first floor and typical bay details
 - b) thermal stores and flues
 - c) the main entrance including the canopy
 - d) terraces including balustrades
 - e) fencing and means of enclosure
 - f) roof and parapet including detailed design of plant
 - g) windows and doors including service entrances
 - h) photovoltaic panels
 - i) rainwater pipes in external elevations
 - j) facade cleaning apparatus

The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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

Sample materials

04. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until sample panels of all external materials have been erected on site for inspection by a Council Planning Officer and subsequently approved in writing by the Local Planning Authority, unless otherwise first agreed in writing by the Local Planning Authority. The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

A final solar glare study, which shall contain details of any measures necessary to reduce the likelihood of solar glare of 9,000 Cd/m² or greater, as identified within the Solar Glare Study by Hoare Lea dated 29 October 2018, shall accompany the submission of the external material samples. Any measures necessary shall be implemented in accordance with the approved details and thereafter be permanently retained unless otherwise first agreed in writing by the Local Planning Authority.

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

Gas meter kiosk details

05. ++ Prior to the commencement of above ground works to construct the gas meter kiosk shown in plan form on the approved plans listed within condition 02 of this notice 1:100 scale floor plans and elevations (including details of the external material finishes(s)) of the gas meter kiosk shall be submitted to and approved in writing by the Local Planning Authority. The gas meter kiosk shall thereafter be constructed in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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

Landscaping scheme

06. ++ Prior to the commencement of landscaping works on site, a Soft and Hard Landscaping Scheme shall be submitted to and approved in writing by the Local Planning Authority. Any tree or shrub planting included shall accord with BS3936:1992, BS4043:1989 and BS4428:1989 (or subsequent superseding equivalent).

The submitted Soft and Hard Landscaping Scheme shall include details of:

- a) The treatment of all parts of the site not covered by buildings including fences, walls and boundary features;

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- b) The quantity, size, species, position and the proposed time of planting of any trees and shrubs to be planted;
- c) All hard landscaping including all ground surfaces, seating, refuse disposal points, cycle parking facilities (external to the building envelope), bollards, vehicle crossovers/access points, any ramps or stairs plus wheel chair access together with finished ground levels and site wide topographical levels.

The approved Soft and Hard Landscaping Scheme shall be carried out in accordance with the approved details within six months of first occupation of the development and shall be permanently maintained thereafter unless otherwise first agreed in writing by the Local Planning Authority. Any retained or newly planted trees or shrubs which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season (November - March) with specimens of the same size and species unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To protect the character, appearance and visual amenities of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM2 of the Development Management Policies DPD (2016), SPD Design (2015) and the provisions of the NPPF (2018).

Land use

07. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Orders revoking or re-enacting these Orders with or without amendments) the use of CHP Room 01, CHP Room 02 and CHP Room 03 (as shown on the approved plan 32004 BM-A-PL-03-00 Rev 1 (Ground Floor Plan GA Floor Plans Level 00)) shall be for the annotated purpose only and for no other purposes whatsoever unless falling within Class B1 (as defined within The Town and Country Planning (Use Classes) Order 1987 (as amended)) without express planning permission from the Local Planning Authority first being obtained.

Reason: To restrict the use of the premises to one which is compatible with the surrounding area in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

Detailed floor plans of communal floors / roof garden

08. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until detailed floor plans (at 1:100 scale) of level 02 (communal), level 03 (communal) and level 17 (roof garden element only) have been submitted to and approved in writing by the Local Planning Authority. The submitted detailed floor plans shall show the communal facilities proposed on these floors for use of occupiers of the student / co-living accommodation located on levels 04 - 16 (inclusive). The approved communal facilities shall be made available prior to the first occupation of any of the student / co-living accommodation located on levels 04 - 16 (inclusive) and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning authority.

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Reason: To ensure a good level of amenity for occupiers of the student / co-living accommodation in accordance with Policy CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

Highways / Transport

09. No part of the development hereby permitted shall be first occupied unless and until the proposed vehicular access to Poole Road has been constructed in accordance with the approved plans listed within condition 02 of this notice. Thereafter the vehicular access shall be kept permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

10. The development hereby permitted shall not be first occupied unless and until existing accesses from the site to Poole Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

11. The development hereby permitted shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans listed within condition 02 of this notice for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the vehicle parking and turning areas shall be permanently retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

12. ++ No development shall commence (with the exception of demolition) until a Construction Transport Management Plan (CTMP), to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) delivery route / delivery timings and evidence of advance consultation by the applicant with the Police and Highway Authorities in relation to delivery of the thermal storage containers

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has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: Development must not commence before this condition has been discharged to avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity during the construction period in accordance with Policies DM18 and CS21 of the Woking Core Strategy (2012) and the provisions of the NPPF (2018).

13. ++ The development hereby permitted shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority for:

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

and thereafter the said approved facilities shall be permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should provide alternatives to the private car and promote sustainable forms of travel in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

Student / Co-living Travel Plan

14. The approved Travel Plan (as listed within condition 02 of this notice) shall be implemented upon first occupation of the student / co-living element of the development hereby permitted. Thereafter the Travel Plan Coordinator shall maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority, including undertaking the monitoring and review measures contained in the approved Travel Plan and reporting back to Surrey County Council and the Local Planning Authority.

Reason: To promote sustainable forms of travel in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and Section 4 of the National Planning Policy Framework (NPPF) 2018.

Noise / Vibration

15. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until details of measures to be undertaken to prevent noise and vibration (in particular from the energy centre at lower levels and the adjacent railway) from adversely affecting the student/co-living units have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to the first occupation of any of the student/co-living units hereby permitted and shall thereafter be permanently

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maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that occupiers of the student / co-living units are not adversely affected by noise and vibration arising from the energy centre, communal floor uses and adjacent railway in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

16. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until details of the measures to be undertaken to acoustically insulate and ventilate the building for the containment of internally generated noise and vibration (in particular arising from the energy centre (CHP)) have been submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to the first occupation of the energy centre (CHP) and shall thereafter be permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that noise and vibration arising from the energy centre (CHP) use does not adversely affect the amenity of the surrounding area in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

17. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no fixed plant and/or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall be installed until full details, including acoustic specifications and measures to attenuate noise and vibration have been submitted to and approved in writing by the Local Planning Authority. Any fixed plant and/or equipment associated with air moving equipment, compressors, generators or plant or similar equipment shall thereafter be permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that occupiers of the student / co-living units and the general amenity of the area are not adversely affected by noise and vibration arising from any fixed plant and equipment in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF (2018).

18. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until a scheme for the installation of equipment to control emissions from the premises has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be fully implemented prior to the first beneficial use of the relevant part of the development hereby permitted. The outlet from any ventilation / extraction flue must finish at least one metre from openings such as doors and windows and be at least one metre above eaves level, to ensure the dispersal of fumes and odours. Any flue ductwork must be mounted in such a way that any vibration or noise associated with mechanical ventilation /

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extraction is reduced to a level which does not cause a nuisance. All equipment installed as part of the scheme shall thereafter be permanently operated and maintained in accordance with the approved details.

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from nuisance arising from noise, fumes, smell, smoke, ash, grit or other emissions in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

External lighting scheme

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

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

Refuse / Recycling storage

20. ++ Prior to the first use of the relevant part of the development hereby permitted, the refuse/recycling storage areas as shown on the approved plans listed within condition 02 of this notice shall be made available and thereafter permanently retained for use at all times unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the provision of satisfactory facilities for the storage and recycling of refuse and to protect the general amenity of the area in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

Student / Co-living management plan

21. ++ Prior to the first occupation of any of the student / co-living accommodation hereby permitted, a student / co-living accommodation management plan shall be submitted to and approved in writing by the Local Planning Authority. The student / co-living accommodation management plan shall include, but not be limited to, the following details:
- a) detailed information on security and fire safety procedures;
 - b) move in and out arrangements, including days move in and out will take place, parking arrangements for move in and out days and measures for allocation of arrival times/slots and the presence of marshals to ensure that unloading/loading is carried out quickly;

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- c) access and parking arrangements for student/co-living unit maintenance vehicles within the energy centre car park
- d) how all internal and external areas of the development will be maintained;
- e) how communal spaces and private rooms will be cleaned and how linen changing services etc. will operate;
- f) how deliveries for servicing the development and residents' deliveries will be managed;
- g) on-site staff and their responsibilities; and
- h) what community events will take place and how the surrounding community may be engaged.

The approved student / co-living accommodation management plan shall be implemented upon first occupation of any of the student / co-living accommodation hereby permitted and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure the student / co-living accommodation is meeting the needs of occupiers and to ensure no adverse impact upon the local highway network in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012), Policy DM11 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Wind microclimate

22. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until a scheme of wind mitigation, which shall ensure that both the level 17 roof garden and the level 02 terrace achieve the relevant standards set out in the Lawson Comfort Criteria, has been submitted to and approved in writing by the Local Planning Authority. The scheme of wind mitigation shall be implemented in accordance with the approved details and mitigation measures prior to the first occupation of any of the student / co-living accommodation. Thereafter the scheme of wind mitigation shall be permanently retained and maintained for the duration of the use of both the level 17 roof garden and the level 02 terrace.

Reason: To ensure a good standard of external amenity provision is provided to the student / co-living accommodation in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM11 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Tree protection

23. Tree protective measures shall be carried out in strict accordance with the Arboricultural Impact Assessment (including Tree Survey, Tree Protection Plan and Preliminary Arboricultural Method Statement) by SJ Stephens Associates (Ref: 1168), dated 16th May 2018. A pre-commencement site meeting shall be convened including the Council's Arboricultural Officer, the project Arboricultural consultant and Project/Site Manager whereupon any arboricultural supervision can be agreed and any changes to tree protection details can be amended and agreed. No construction works shall take place until the tree protective measures have been fully implemented. Any deviation from the works prescribed or methods will require prior written approval from the Local Planning Authority.

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

24. ++ Notwithstanding the Arboricultural Impact Assessment (including Tree Survey, Tree Protection Plan and Preliminary Arboricultural Method Statement) by SJ Stephens Associates (Ref: 1168), dated 16th May 2018, no development shall commence until a detailed Arboricultural Method Statement, to include details of drainage, services, contractors facilities, construction programming and a cross section through the Ground Protection Area (showing existing and proposed levels) has been submitted to and approved in writing by the Local Planning Authority. Development works shall thereafter be implemented in strict accordance with the approved detailed Arboricultural Method Statement unless otherwise first agreed in writing by the Local Planning authority.

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

Biodiversity enhancement

25. ++ Prior to the application/installation of any external facing materials to the development hereby permitted a scheme for the enhancement of biodiversity on the site (in accordance with the Ecological Assessment prepared by Richard Tofts Ecology, dated June 2018) shall be submitted to and approved in writing by the Local Planning Authority.

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

Reason: To contribute towards and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible in accordance with Policies CS21 and CS7 of the Woking Core Strategy (2012) and the provisions of the NPPF (2012).

SuDS

26. All development shall be constructed in accordance with the submitted and approved Drainage Strategy and SuDS Statement Revision: P3 (dated June 2018), Proposed Below Ground Drainage Drawing No 5000 revision P4 (dated 20/08/18) and MicroDrainage calculations (dated 18/05/2018) unless otherwise first agreed in writing by the Local Planning Authority.

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

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27. ++ No development shall commence (with the exception of demolition and site preparation works) until construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a construction method statement have been submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first occupation of the development hereby approved. No alteration to the approved drainage scheme shall occur without prior written agreement of the Local Planning Authority.

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

28. The development hereby permitted shall not be first occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and permanently maintained in accordance with the approved details. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:
- i. a timetable for its implementation,
 - ii. details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
 - iii. a table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
 - iv. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

29. Within three months of the first occupation of any part of the development hereby permitted a verification report (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme) shall be submitted to and approved in writing by the Local Planning Authority. The verification report shall include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and Control mechanism.

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

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Contamination

30. ++ Development shall not commence (with the exception of demolition) until a scheme to deal with contamination of the site has been submitted to and approved in writing by the Local Planning Authority.

The above scheme shall include :-

- (a) a contaminated land desk study and suggested site assessment methodology;
- (b) a site investigation report based upon (a);
- (c) a remediation action plan based upon (a) and (b);
- (d) a "discovery strategy" dealing with unforeseen contamination discovered during construction; and
- (e) a "validation strategy" identifying measures to validate the works undertaken as a result of (c) and (d)
- (f) a verification report appended with substantiating evidence demonstrating the agreed remediation has been carried out

Unless otherwise first agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details as may be agreed

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land, making the land suitable for the development hereby approved without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policies CS9 and CS21 of the Woking Core Strategy (2012), Policy DM8 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Permitted development rights

31. Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order(s) revoking or re-enacting that Order(s) with or without modification(s)), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted without planning permission first being granted.

Reason: To ensure that the visual impact of any telecommunication equipment upon the surrounding area can be considered in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the provisions of the NPPF (2018).

No additional mezzanine floor

32. No additional floors, including mezzanine floors (other than as shown on the approved plans listed within condition 02 of this notice), shall be erected within the building hereby permitted without express planning permission from the Local Planning Authority first being obtained.

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

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BREEAM

33. ++ Within four months of the completion of the development hereby permitted a final Certificate certifying that BREEAM rating "Very Good" has been achieved (or such equivalent national measure of sustainable building which replaces that scheme) shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be permanently maintained in accordance with the approved details unless otherwise first 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 in accordance with Policies CS21 and CS22 of the Woking Core Strategy (2012), SPD Climate Change (2013) and the provisions of the NPPF (2018).

Energy centre delivery and service vehicle management plan

34. ++ Prior to the first occupation of the energy centre an energy centre delivery and service vehicle management plan shall be submitted to and approved in writing by the Local Planning Authority. The energy centre delivery and service vehicle management plan shall include, but not be limited to, the following details:

- a) Responsibility for management of delivery and service vehicles
- b) Measures to ensure that no conflict arises between servicing activities and car parking

The approved energy centre delivery and service vehicle management plan shall be implemented upon first occupation of any of the energy centre hereby permitted and shall thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that delivery and service vehicle activities relating to the energy centre result in no adverse impact upon the local highway network in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012), Policy DM11 of the Development Management Policies DPD (2018) and the provisions of the NPPF (2018).

Informatives

01. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework (NPPF) 2018.
02. The applicant's attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. The applicant is advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.

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03. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
04. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs
05. The developer is advised that as part of the detailed design of the highway works required by the above conditions, 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.
06. 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).
07. 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.
08. For the avoidance of doubt, the following definitions apply to the above condition relating to contaminated land:

Desk study- This will include: -

- (i) a detailed assessment of the history of the site and its uses based upon all available information including the historic Ordnance Survey and any ownership records associated with the deeds.
- (ii) a detailed methodology for assessing and investigating the site for the existence of any form of contamination which is considered likely to be present on or under the land based upon the desk study.

Site Investigation Report: This will include: -

- (i) a relevant site investigation including the results of all sub-surface soil, gas and groundwater sampling taken at such points and to such depth as the Local Planning Authority may stipulate.
- (ii) a risk assessment based upon any contamination discovered and any receptors.

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

Remediation action plan: This plan shall include details of: -

- (i) all contamination on the site which might impact upon construction workers, future occupiers and the surrounding environment;
- (ii) appropriate works to neutralise and make harmless any risk from contamination identified in (i)

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Discovery strategy: Care should be taken during excavation or working of the site to investigate any soils which appear by eye or odour to be contaminated or of different character to those analysed. The strategy shall include details of: -

- (i) supervision and documentation of the remediation and construction works to ensure that they are carried out in accordance with the agreed details;
- (ii) a procedure for identifying, assessing and neutralising any unforeseen contamination discovered during the course of construction
- (iii) a procedure for reporting to the Local Planning Authority any unforeseen contamination discovered during the course of construction

Validation strategy: This shall include : -

- (i) documentary evidence that all investigation, sampling and remediation has been carried out to a standard suitable for the purpose; and
- (ii) confirmation that the works have been executed to a standard to satisfy the planning condition (closure report).

All of the above documents, investigations and operations should be carried out by a qualified, accredited consultant/contractor in accordance with a quality assured sampling, analysis and recording methodology. In addition to this it is expected that best practice guidance from authorities such as the EA, British Standards, CIRIA and NHBC would be followed where applicable.

09. The applicant should review the comments of Network Rail, which are available to view on the Council's Public Access for Planning facility. Network Rail strongly recommends the developer contacts AssetProtectionwessex@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx