

26 FEBRUARY 2019 PLANNING COMMITTEE

6g 16/1204 Reg'd: 26.10.16 Expires: 31.03.19 Ward: HO

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LOCATION: Britannia Wharf, Monument Road, Woking, GU21 5LW

PROPOSAL: The partial demolition, rebuild and extension of existing B1 office building to create a 4/5 storey building for Class C3 use including 52 (47no. 2 bed and 5no. 1 bed) apartments, associated works. Existing access roads/car parking to be retained

TYPE: FULL

APPLICANT: Campmoss Property Ltd

**OFFICER: Joanne
Hollingdale**

UPDATE REPORT

At the meeting on 27.02.18, the Planning Committee resolved to grant planning permission for the above mentioned development subject to:

- no objections being raised to the revised drainage proposal by the Council's Drainage and Flood Risk Engineer;
- the prior completion of a Section 106 Legal Agreement to secure:
 - The use of the informal car park for the public until such time that planning permission is granted under PLAN/2017/1185 (for a replacement car park and to extinguish the existing informal car park) and that when that development (PLAN/2017/1185) is complete this obligation shall be extinguished
 - An affordable housing contribution of £242,528.00 (this is still required);
 - An affordable housing overage clause (this is still required); and
 - A SAMM (SPA) contribution of £33,455.00 (this is still required and based on the current tariff this updated amount would now be £34,569.00 although this amount will increase further if the S106 is signed after 31st March 2019); and
- the recommended planning conditions.

The reason for bringing this application back to the Planning Committee is that there has been a change in land ownership of part of the site. The change in ownership means that a change to the Planning Committee resolution is now recommended in respect of the first planning obligation for the Section 106 Legal Agreement. It is recommended that this matter can now be dealt with by planning condition. The following information details the reasons for the change in recommendation and also provides an update in respect of the other matters included in the Planning Committee resolution.

Drainage and flood risk

On 17.01.19, the Council's Drainage and Flood Risk Officer was able to advise that the revised drainage scheme submitted by the applicant was acceptable and thus no objections were raised subject to the following conditions being attached to any permission granted:

26 FEBRUARY 2019 PLANNING COMMITTEE

16. No development shall commence 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 approval of the Local Planning Authority.

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

17. The development hereby approved shall not be first occupied until details of the maintenance and management of the sustainable drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to the first commercial occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. 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, continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and the policies in the NPPF.

The first part of the Planning Committee resolution has therefore been satisfied subject to the imposition of these conditions.

S106 Legal Agreement – car parking

In respect of the first planning obligation for the S106 Legal Agreement, at the time of the consideration of the application on 27.02.18, the applicant owned the existing informal car park to the north of the Britannia Wharf building and Horsell Common Preservation Society owned the land subject of planning application PLAN/2017/1185, which proposed a replacement car park for the existing informal car park. At that time planning application PLAN/2017/1185 was under consideration and had not been determined.

Planning permission was subsequently granted under reference PLAN/2017/1185 on 31.10.18 for the change of use of land currently forming the informal car park to publicly accessible open space, change of use of land from publicly accessible recreational open space to a car park and construction of a car park for exclusive use of the owners/occupiers of the property known as Britannia Wharf, change of use of land from publicly accessible recreational open space to a vehicle lay-by and construction of a lay-by and removal/expunging of the existing S106 legal agreement dated 29.07.17 to facilitate the proposed development.

26 FEBRUARY 2019 PLANNING COMMITTEE

That planning permission (PLAN/2017/1185) is also subject to a S106 Legal Agreement requiring that, on the first use of the replacement car park, the existing informal car park shall no longer be used as a car park and no vehicle will be permitted to pass over the land or park on it. In addition the existing informal car park is required to be accessible at all times to members of the public as public open space in perpetuity as part of Horsell Common. Additionally the coach/bus parking bay and footway extension is required to be provided before the first use of the replacement car park.

Condition 18 of planning permission PLAN/2017/1185 requires details for the scheme for the closure of the existing informal car park to be submitted to and approved in writing by the Local Planning Authority. Condition 20 of planning permission PLAN/2017/1185 also requires the replacement car park to only be used for the parking of vehicles in connection with an ancillary to the building/site currently known as Britannia Wharf.

The applicant, along with Horsell Common Preservation Society had always intended to undertake a 'land-swap' to facilitate the implementation of planning permission PLAN/2017/1185. The land-swap has now taken place so that the applicant now owns the area for the proposed replacement car park and Horsell Common Preservation Society owns the area of the existing informal car park. The uses of these areas of land remain controlled by the planning permissions and S106 Legal Agreements relating to the land.

As the land swap has now taken place, the applicant now has control of the land subject to PLAN/2017/1185. Therefore planning conditions can be imposed on this application which relate to land within the applicant's control. The NPPF encourages the use of planning conditions where possible and planning obligations should only be used where it is not possible to use a planning condition e.g. where a third party is required to be involved.

It is now therefore recommended that a planning condition be imposed on any planning permission granted for this application instead of the first planning obligation as originally recommended. The recommended planning condition is as follows:

32. The development hereby approved shall not be first occupied until the replacement car park the subject of planning permission PLAN/2018/1185 has been constructed and is available for use by the occupiers of the proposed development.

Reason: In the interests of the Green Belt to ensure that the existing car park is extinguished when the replacement car park is constructed and to ensure that there is sufficient parking available for the proposed residential development and to comply with policies CS6 and CS18 of the Woking Core Strategy 2012 and the NPPF.

The above condition would require the applicant to implement planning permission PLAN/2017/1185. Consequently the S106 Legal Agreement with that planning permission would come into effect and would require the use of the existing car park to cease and the land be available as public open space as part of Horsell Common in perpetuity. An updated recommendation is provided at the end of this updated section of the report.

S106 Legal Agreement – Affordable Housing contribution and overage clause

There is no change to these requirements and an affordable housing financial contribution of £242,528.00 and an overage clause is still required to be secured to comply with Policy CS12 of the Woking Core Strategy.

S106 Legal Agreement - Thames Basin Heaths Special Protection Area - Appropriate Assessment and SAMM financial contribution

26 FEBRUARY 2019 PLANNING COMMITTEE

Policy CS8 of the Core Strategy states that any proposal with potential significant impacts (alone or in combination with other relevant developments) on the TBH SPA will be subject to Habitats Regulations Assessment to determine the need for Appropriate Assessment. Following recent European Court of Justice rulings, a full and precise analysis of the measures capable of avoiding or reducing any significant effects on European sites must be carried out at an 'Appropriate Assessment' stage rather than taken into consideration at screening stage, for the purposes of the Habitats Directive (as interpreted into English law by the Conservation of Habitats and Species Regulations 2017 (the "Habitat Regulations 2017")). An Appropriate Assessment has therefore been undertaken for the site as it falls within 5 kilometres of the TBH SPA boundary.

Policy CS8 of Woking Core Strategy (2012) requires new residential development beyond a 400m threshold, but within 5 kilometres of the TBH SPA boundary to make an appropriate contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM), to avoid impacts of such development on the SPA. The SANG and Landowner Payment elements of the SPA tariff are encompassed within the Community Infrastructure Levy (CIL), however the SAMM element of the SPA tariff is required to be addressed outside of CIL.

The Planning Committee resolution secured a SAMM contribution of £33,455.00 as avoidance and mitigation measures in relation to the Thames Basin Heaths Special Protection Area. However this contribution was based on the 2017 tariff. The SAMM financial contribution is updated yearly based on the RPI annual inflation in the particular year. Currently the SAMM financial contribution for this development is £34,569.00 and this is required to be secured to avoid any adverse effects on the integrity of the Thames Basin Heaths Special Protection Area. This financial contribution will require a further update if the S106 Legal Agreement is signed after 31st March 2019.

The Appropriate Assessment therefore concludes that there would be no adverse impact on the integrity of the TBH SPA providing the SAMM financial contribution is secured through a S106 Legal Agreement. CIL would be payable in the event of planning permission being granted. For the avoidance of doubt, sufficient SANG at Heather Farm has been identified to mitigate the impacts of the development proposal.

Subject to securing the provision of the SAMM tariff and in line with the conclusions of the Appropriate Assessment, the Local Planning Authority is able to determine that the development will not adversely affect the integrity of the TBH SPA either alone or in combination with other plans and projects in relation to urbanisation and recreational pressure effects. The development therefore accords with Policy CS8 of Woking Core Strategy (2012), the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

On-site parking provision

Since the consideration of the application on 27.02.18, the Parking Standards SPD has also been updated and now has minimum standards for residential development. In this case the proposed development comprises 52no. apartments (47no. 2-bed apartments and 5no. 1-bed apartments). Based on the new parking standards the proposal would require a minimum on-site parking provision of 50no. car parking spaces. The proposed development along with either the existing informal car park or the proposed replacement car park (which would each have 19no. spaces) would provide a total of 81 car parking spaces. The proposed development would therefore exceed the minimum car parking standards requirement. A revised site plan has been submitted to show that the proposed site layout for this application would be compatible with the approved layout for PLAN/2017/1185. Accordingly condition 2

26 FEBRUARY 2019 PLANNING COMMITTEE

(list of approved plans) will be updated with the revised site plan (2018/BRW_R/201 Rev G rec 12.02.19).

There has been no other material change in the Development Plan, planning guidance or site circumstances that would otherwise alter the Planning Committee resolution made in February 2018.

Revised Recommendation

It is recommended that planning permission be **GRANTED** subject to:

- i) the prior completion of a S106 Legal Agreement to secure:
 - a. an affordable housing contribution of £242,528.00 and overage clause; and
 - b. the required SAMM financial contribution (currently £34,569.00 and any increase which may be required if the agreement is signed after 31st March 2019); and
- ii) the originally recommended planning conditions (1-31 including update to condition 2 and revised drainage conditions 16 and 17 as they appear in this update) and recommended planning condition 32 as it appears in this update report.

The remainder of the report below is a copy of the Officer report to Planning Committee as originally submitted on 27.02.2018.

REASON FOR REFERRAL TO COMMITTEE

The application is for major development and is therefore outside the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

This application seeks full planning permission for the partial demolition, rebuild and extension of existing B1 office building to create a 4/5 storey building for Class C3 use including 52 (47no. 2 bed and 5no. 1 bed) apartments, associated works. Existing access roads/car parking to be retained.

Site area:	0.57 ha
Number of units:	52 (47no. 2-bed and 5no. 1-bed)
Number of proposed parking spaces:	69
Number of proposed cycle parking spaces:	55
Existing density on site:	0 (as the site is in commercial use)
Proposed density on site:	91dph

PLANNING STATUS

- Green Belt
- Basingstoke Canal Conservation Area
- Scheduled Ancient Monument
- Common Land
- Basingstoke Canal SSSI
- Site of Nature Conservation Importance (Woodham Common SNCI)
- High Archaeological Potential
- Flood Zone 1

26 FEBRUARY 2019 PLANNING COMMITTEE

- Thames Basin Heaths SPA Zone B (400m-5km)

RECOMMENDATION

It is recommended that planning permission be **GRANTED** subject to:

- i) the prior completion of a S106 Legal Agreement to secure the use of the informal car park for public use on the same terms as the existing (which shall cease if the application under PLAN/2017/1185 is granted planning permission), an affordable housing contribution and overage clause and the required SAMM financial contribution; and
- ii) planning conditions.

SITE DESCRIPTION

The application site extends to around 0.57 hectares in area and comprises an existing 4 storey purpose built office building constructed in 1989. The existing building is faced with red brick with horizontal boarding under a plain tiled roof.

The southern boundary of the site is formed by the Basingstoke Canal with the eastern and northern boundary of the site being formed by Horsell Common. The north-western part of the application site includes part of Horsell Common and the informal car park which can accommodate around 19 vehicles. This part of the site also includes part of the bell barrow (Tumulus) which is designated as a scheduled ancient monument.

Vehicular access into the site is from Monument Road which leads to the informal car park in the north-western part of the site and to the remainder of the site which has hard surfacing to three sides of the building providing car parking and also a vehicular access to a basement on the southern side of the building which provides further car parking.

The building forms an isolated site with no neighbouring premises/properties immediately adjoining the application site.

PLANNING HISTORY

There is a long planning history for this site mostly relating to the site before the existing office building was constructed. The most recent planning history for the site is as follows:

PLAN/2017/1185 - Change of use of land currently forming in forward car park (land coloured green) to publicly accessible open space, change of use of land (coloured blue) from publicly accessible recreational open space to car park and construction of car park for exclusive use of the owners/occupiers of the property known as Britannia Wharf, change of use of land (coloured green and cross hatched black) from publicly accessible recreational open space to vehicle lay-by and construction of lay-by and removal/expunging of the existing S106 legal agreement dated 29th July 2017 to facilitate the proposed development. Under consideration.

PLAN/2016/0724 - Prior notification for a proposed change of use - conversion of 4/5 storey office building (B1 use) to create 51 residential units (C3 use). Withdrawn

PLAN/2016/0358 - Prior notification for a proposed change of use - conversion of 4/5 storey office building (B1 use) to create 51 residential units (C3 use). Withdrawn

PLAN/2015/1438 - Demolition of existing 4/5 storey office building B1 Use and the construction of a new 3/4 storey care home (82 beds) C2 Use with associated access roads,

26 FEBRUARY 2019 PLANNING COMMITTEE

car parking, landscaped amenity areas and new electricity sub station. Planning Committee resolution on 16.05.17 to grant planning permission subject to S106 legal agreement and conditions.

PLAN/1991/0474 - Relaxation of Condition 5 (restricting office use to less than 300 square metres) of application 87/1213 for the erection of a three storey B1 office building. Granted 13.06.91

PLAN/1989/1073 - Amendment to application 88/0638 proposing use of redundant plant room to directors dining/board room and use of part of basement as lecture room/projection room and revisions to parking layout. Granted 06.04.90

PLAN/1988/0638 - Approval of Reserved Matters pursuant to application 87/1213 in respect of demolition of existing building, erection of B1 Use Class building and car parking, construction of new vehicle access. Granted 15.09.88

PLAN/1987/1213 - Demolition of existing industrial buildings and erection of a three storey building providing 25,188sq.ft. of Class B1 (Business) floor space (revised proposal). Granted 25.04.88

PROPOSED DEVELOPMENT

This application seeks full planning permission for the partial demolition, rebuild and extension of existing B1 office building to create a 4/5 storey building for Class C3 use including 52 (47no. 2 bed and 5no. 1 bed) apartments, associated works. Existing access roads/car parking to be retained.

The breakdown of the proposed apartments is as follows:

- 5no. 1 bedroom apartments; and
- 47no. 2 bedroom apartments

The proposed building would be 4/5 storey above ground level with a basement. There would be 3 storeys of accommodation above a basement and the fourth storey would be within the roof space over the whole building and the fifth storey would be in a further roof space over part of the building. A pitched roof is proposed with a flat crown and the roof space accommodation would be lit by dormer windows and gable features.

The proposed building would have an almost identical footprint to the existing building and would have a maximum width of 55.8 metres and a maximum depth of 24 metres. The majority of the proposed building would have an eaves height of 7.7 metres on the northern elevation with an eaves height of 9 metres on the canal side elevation (as the building is raised up on this side). The main ridge height of the building would vary from 11.8 metres on the northern side of the building to 13.1 metres on the canal side. The height of the roof of the fifth floor accommodation over part of the building would measure 14.4 metres on the northern side and 15.4 metres on the canal side of the building. The proposed building would be faced in red brick with render and horizontal cladding under a natural slate roof.

The existing vehicular access would be retained to access the site as would the informal car park in the north-western corner of the site. The existing parking area to the western and eastern sides of the building would be retained, although modified slightly to provide some additional landscaping. The access to the basement car park would also be retained. 42no. parking spaces would be provided around the building, 27no. parking spaces would be provided in the basement and a further 19no. parking spaces would be retained in the informal

26 FEBRUARY 2019 PLANNING COMMITTEE

car park in the north-western corner of the site. A cycle store would be provided in the basement for 55no. cycles and a bin store would be provided to the northern part of the site.

In support of the application a Design Statement, Access Statement, Heritage Statement, Transport Statement, Extended Ecology Survey Report, Travel Plan, SuDS Statement, SuDS Checklist, Planning Policy Statement, Environmental Statement, sun path diagrams and Contamination Assessment Report have been submitted. The CIL Additional Information form has also been submitted with the application. Viability Information has also been submitted with the application.

CONSULTATIONS

County Highway Authority – Having assessed the application in terms of the likely net additional traffic generation, access arrangements and parking provision, satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway.

Historic England (first response) – The development site lies in close proximity to several designated heritage assets, including a group of scheduled Bronze Age barrows, one of which overlaps with the development boundary. The proposed new building is unlikely to cause harm to the designated heritage assets through development within their setting that is greater than any harm caused by the existing building. There is however, the potential for the development proposals to cause harm to the eastern barrow through construction, demolition, ground works, additions and continued parking or vehicle movements on the monument. Service trenches should be diverted outside the boundary of the scheduled area and the proposed refuse storage should also be re-located away from the barrow and the plans should be amended in this regard as these aspects have the potential to cause harm to the adjacent scheduled barrow. A Construction Management Plan would also be needed to control construction activities to ensure no inadvertent damage is caused. A Heritage Management Plan should also be secured by condition to deliver positive heritage benefits to the eastern barrow [*Officer note: the proposed bin store has been relocated outside the outer perimeter of the scheduled area*] (conditions 11 and 27).

Historic England (second response) – the amended plans include a gated entrance which appears to overlie the schedule area. Ground disturbance from a fence and gate posts has the potential to cause harm to designated buried archaeological remains that form part of the scheduled barrow. The applicant will need to demonstrate that digging post holes within the schedule area is essential for the development and will cause a low level of harm. [*Officer note: the proposed gated entrance was subsequently omitted from the proposal*]

Ancient Monuments Society – Defer to Historic England on the acceptability of the proposals.

Natural England – With regard to the TBHSPA, providing the proposals are meeting the requirements of the Council's TBHSPA Avoidance Strategy we do not object to the application. The application site is within close proximity to the Basingstoke Canal SSSI and given the nature and scale of this proposal there is not likely to be an adverse effect on this SSSI site. However a condition relating to a Construction and Environmental Management Plan is recommended (condition 11). Other general comments are given with regard to biodiversity enhancements and protected species.

Environment Agency – No comments received.

Surrey Wildlife Trust – Recommends that conditions be imposed on any permission granted and that emergence surveys are undertaken [*Officer note: The emergence surveys have been*

26 FEBRUARY 2019 PLANNING COMMITTEE

undertaken with the conclusion being that the building is highly unlikely to host a bat roost. All trees were also inspected and it is also highly unlikely that trees on the site host a bat roost] (conditions 11, 19, 20 and 22).

Thames Water – No objection with regard to sewerage infrastructure, a condition relating to piling is required and informatives should be added to any planning permission (condition 28, informatives 4, 5, 6 and 7).

Lead Local Flood Authority – Subject to your Flood Risk Engineer being satisfied we have no further comments to make.

County Archaeologist (first response) - With regard to below ground archaeological remains outside the Scheduled Ancient Monument, largely agree with the conclusion of the submitted archaeological information but a condition should be attached to any planning permission granted (condition 9).

County Archaeologist (second response) – Pleased to note that the proposed refuse area has been moved to an area of the site less likely to impact upon the Scheduled Bronze Age Barrow but I will defer to Historic England regarding whether the new location is acceptable. No change to previously recommended condition.

WBC Drainage and Flood Risk Engineer (first and second response) – The proposal is not compliant on drainage grounds. Additional information will therefore be required and is awaited. Any further comments from the Council’s Drainage and Flood Risk Engineer will be verbally reported. In any event conditions 16, 17 and 18 are recommended.

WBC Scientific Officer – Although contamination reports have been submitted further assessment/investigations will be required. Therefore no objection subject to contamination condition (condition 8).

WBC Housing Strategy and Enabling Officer – The matter is to be referred to the Council’s Independent Viability Consultant.

WBC Planning Policy Officer – The response sets out the planning policies to be considered in the determination of this case. Based on the evidence presented no objections are raised to the re-development of Britannia Wharf. Although the site is an existing employment use it has for some time been under-occupied. The site is also located outside of main centres and it can be demonstrated that the location is unsuitable for modern business needs. Policy CS12 relating to affordable housing should be considered and a 5 metre buffer zone in accordance with Policy CS17 should be achieved. With regard to the Green Belt it is considered that overall the scheme would not have a negative impact on the openness of the Green Belt and that the case for very special circumstances has been made.

WBC Conservation Consultant – I assume that the objections by Historic England can be addressed in full by amendments and it appears they can be addressed without significant change to the proposed building. The scheme, although having 5 stories in part does manage to partially conceal the upper two floors within the roofspace. The building does not have the bulk or mass of a full five storey building. The footprint is also articulated which provides interesting elevations. The development is generally viewed from across the canal and the distance and scale create a back drop before giving way to more open land beyond. Subject to materials and a well detailed quality of development I do not consider the character of the conservation area would be harmed.

WBC Waste Services Officer – Details regarding the number of bins required for the site is given. Following the re-siting of the proposed bin store, bin capacity, layout and storage looks

26 FEBRUARY 2019 PLANNING COMMITTEE

sufficient for this development. The collection vehicle will be able to reverse into the site and make collections.

WBC Arboricultural Officer – The previous application was supported with arboricultural information and information should also be submitted for this application [*Officer note: As this application does not propose to enlarge the footprint of the existing building it is considered reasonable that this information is provided by a condition in this instance*].

WBC Environmental Health Officer – There are no existing residential uses in close proximity and although there is some noise generated from the industrial site across the canal, it is unlikely to have any adverse impact on the proposed use. Due to road traffic noise on Monument Road a planning condition requiring a higher glazing/ventilation specification for habitable rooms facing the road is recommended (condition 25).

REPRESENTATIONS

2 letters of representation has been received. A summary of the main comments made is given below:

- This is an area of outstanding natural beauty and the current low level impact building fits in well, being both attractive and discrete. A 4/5 storey block of flats with its population and heavily increased traffic would be totally unsuitable for this canal side wooded site impacting as it does on the quiet rural area, wildlife and bird communities. It would impact on water birds living and nesting around the canal.
- There are no blocks of flats in the immediate area. The current housing consists of low level detached, semi-detached and terraced dwellings and the proposal is wrong for this area;
- Plan is totally unsuitable for this site;
- Proposal would be to the detriment of the area resulting in increased population and traffic;
- This development does not result in an increase in green space;
- The roof garden element is welcome in an area where congestion occurs and with poor air quality;
- No mention of landscaping and there should be some;
- Homes are needed and a smaller development would not be unreasonable;
- The infrastructure is not ready for additional traffic movements from residential development in comparison to office use;
- Roads are congested in the area and traffic noise and fumes are unpleasant;
- Air quality has worsened over recent years which is detrimental to health;
- It is not clear that there would be sufficient parking spaces and for delivery, utility and refuse vehicles; and
- It is a long walk to the station for commuters and cyclists will find the roads busy.

RELEVANT PLANNING POLICIES

The relevant development plan policies are:

South East Plan 2009

Saved Policy NRM6 – Thames Basin Heaths Special Protection Area

Woking Core Strategy 2012

CS1 – A spatial strategy for Woking

CS6 – Green Belt

CS7 – Biodiversity and nature conservation

26 FEBRUARY 2019 PLANNING COMMITTEE

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
CS17 – Open space, green infrastructure, sport and recreation
CS20 – Heritage and conservation
CS21 – Design
CS22 – Sustainable construction
CS24 – Woking's landscape and townscape
CS25 – Presumption in favour of sustainable development

Development Management Policies DPD 2016

DM2 – Trees and landscaping
DM4 – Development in the Vicinity of Basingstoke Canal
DM5 – Environmental Pollution
DM6 – Air and Water Quality
DM7 – Noise and light pollution
DM8 – Land contamination and hazards
DM13 – Buildings in and adjacent to the Green Belt
DM20 – Heritage Assets and their settings

Other material considerations

SPD

Parking Standards July 2006
Outlook, Amenity, Privacy and Daylight 2008
Thames Basin Heaths Special Protection Area Avoidance Strategy 2010-2015
Climate Change December 2013
Affordable Housing Delivery 2014
Design February 2015
Waste and recycling provisions for new residential developments

National Planning Policy Framework

Planning Practice Guidance

PLANNING ISSUES

1. The main issues to consider in the determination of this application are the acceptability of the proposed use, Green Belt, heritage matters including impact on the scheduled monument and archaeology, the visual impact of the proposed development including the impact on the Basingstoke Canal Conservation Area, the impact on neighbouring occupiers, highway and parking issues, sustainable construction, flood risk and surface water drainage, contamination, ecology, affordable housing, Thames Basin Heaths Special Protection Area and local finance considerations.

Acceptability of proposed use, housing provision and density

2. The existing site comprises previously developed land and the building on the site was previously used as an office under Class B1 (offices), although the building is now vacant. The land around the existing building is predominantly laid to hard surfacing used for car parking. The application proposes to partially demolish the existing building and redevelop the site for residential development comprising 52no. apartments. Although the site is in

26 FEBRUARY 2019 PLANNING COMMITTEE

an employment use, the site is not located in one of the safeguarded areas under Policy CS15 of the Core Strategy. Policy CS15 also states that the redevelopment of sites elsewhere in the Borough will be permitted where either (i) the existing use causes harm to amenity or (ii) it can be demonstrated that the location is unsuitable for the needs of modern businesses. The first criterion is not relevant as no harm to amenity results from the Class B1 (office) use.

3. Submitted with the previous care home application PLAN/2015/1438 on this site was a letter (dated March 2016) from a local commercial property agent which stated that they along with other agents *“have since 2012 continuously been involved in the marketing of the [above] office building in an attempt to secure tenants for the unoccupied space within the building, currently standing at circa 30% of the whole”*. It is advised that *“throughout this period we have extensively marketed the property, including advertising with Rightmove and other recognised websites. We have also circulated brochures of the property to all local companies and all the principal London agents who would represent the larger property enquiries from major companies with an office requirement in the area.”* It is further stated that *“we have progressively reduced the asking rent, whereby at present the rental being asked is, in our opinion, unsustainable.”* The letter from the agent submitted with PLAN/2015/1438 advises that they had received very few enquiries regarding the office space and those they did receive expressed various reasons why the property was not suitable for their clients with the principle reasons *“being, (1) the location of the premises out of the town centre and too far to walk with poor local transport links and (2) the building and its services were now out of date and did not reflect the image or requirements of today’s businesses”*. The agent concludes that in their opinion *“with the current plentiful supply of modern, sustainable, economical, well equipped offices located within Woking and other nearby town centres that Britannia Wharf is no longer a location which is sustainable or can be considered appropriate for any substantial B1 use.”* Given this information planning permission PLAN/2015/1238 was granted for the demolition of the office building and the erection of a care home (Class C2) on the site thus accepting the principle of an alternative use on the site. No objection has been raised in principle to the current application by the Planning Policy Manager. Mindful of the above considerations, the redevelopment of this site for an alternative use is considered acceptable and complies with Policy CS15 of the Core Strategy.
4. Policies CS1 and CS10 of the Woking Core Strategy 2012 identify that the Council will make provision for 4,964 net additional dwellings in the Borough between 2010 and 2027. Policy CS1 also states that the impact of development will be fully assessed to ensure it does not adversely impact on sensitive environmental features and other built and natural features including the Green Belt and heritage assets. Policy CS1 advises that the Green Belt and Woking Town Centre are identified as broad locations for future growth to meet housing need between 2022 and 2027 which will be informed by a Green Belt review to ensure the release of Green Belt land for development does not undermine its purpose and integrity. This part of the policy relates to future proposed Green Belt releases and does not preclude the consideration of proposals for residential development in the Green Belt which may meet existing Green Belt policies but which do not have the effect of releasing the land from the Green Belt.
5. Policy CS10 provides indicative densities for housing development within the Borough but as this site is an existing Green Belt site none of the indicative density ranges are applicable to this application. The text of Policy CS10 further states that *“density levels will be influenced by design with the aim to achieve the most efficient use of land.”* In this case the proposed density would be 91dph. The site is separated from the closest residential development by the Basingstoke Canal and also the industrial estate areas located immediately to the south of the Basingstoke Canal. Therefore given the position of the site, the proposed density is not in principle objectionable as there are no other

26 FEBRUARY 2019 PLANNING COMMITTEE

immediately adjoining residential areas to this site. However whether the site can suitably accommodate the proposed development and its requirements having regard to the other planning matters is assessed below.

Housing mix and size of units

6. Policy CS11 seeks to secure a mix of dwelling types and sizes across the Borough to meet the identified need which will be informed by the latest Strategic Housing Market Assessment. In this case the proposal would result in 10% 1 bed units and 90% 2 bed units. However it is acknowledged that not every development site will deliver the complete mix and it is also noted that the policy operates and is monitored Borough wide. The proposed mix is therefore considered to be acceptable.
7. In terms of unit size, the proposed 1 bed units would vary between 42-58sqm in floor area with the 2 bed units varying between 61-75sqm, although there is one 2 bed flat which would have a floor area of 47.69sqm. Excluding the smallest proposed 2 bed flat, these sizes are considered to be acceptable for the nature of accommodation proposed and reflect the nationally described space standard for housing (1 bed minimum 39sqm and 2 bed minimum 61sqm). As there would only be one unit which falls below the nationally described space standard for housing with the size of all other units being considered acceptable, the size of this smallest unit is not considered to be objectionable.
8. The proposed development is therefore considered to provide an appropriate mix of units by dwelling size on this site and the size of the proposed 1 and 2 bed units are also considered to be acceptable. The proposal would therefore comply with Policy CS11 of the Core Strategy and the policies in the NPPF.

Green Belt

9. Paragraph 79 of the NPPF confirms that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Paragraph 89 defines the type of development that is not inappropriate development in the Green Belt. In this case it is acknowledged that the use of the proposed replacement building would not be the same as the use of the existing building and therefore bullet point 4 (i.e. the replacement of an existing building with a new one in the same use) in paragraph 89 is not relevant to the consideration of this proposal. However the 6th bullet point of paragraph 89 states that *“limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development”* is not inappropriate development.
10. In determining whether the 6th bullet point exception applies in this case, the site falls within the NPPF definition of previously developed land which is defined as *“land which is or was occupied by a permanent structure including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure”*. Therefore as the proposal comprises the *“complete redevelopment of a previously developed site whether redundant or in continuing use”* the 6th bullet point of Paragraph 89 of the NPPF is engaged by the proposal. This is also consistent with the approach taken for PLAN/2015/1438.
11. In order for the proposal to comply with the 6th bullet point of paragraph 89, it also has to be demonstrated that the redevelopment *“would not have a greater impact on openness and the purpose of including land within it than the existing development”*. No further guidance is given in the NPPF, Policy CS6 of the Core Strategy or Policy DM13 of the DM Policies DPD to guide any such assessment.

26 FEBRUARY 2019 PLANNING COMMITTEE

12. The application site is currently occupied by a four storey substantial building with basement. The proposed replacement building, on a very similar footprint to the existing building would be 4/5 storey. A basement is also proposed. A size comparison between the existing and proposed scheme is given in the table below:

	Existing	Proposed	% change
Footprint	1103sqm	922sqm	-17%
Volume	14,863m ³	12,740m ³	-14%
Floorspace	3894sqm	4697sqm	+21%
Hard surfacing	1780sqm	1560sqm	-12%
Maximum width	58m	55.8m	-4%
Maximum depth	24m	24m	0
Main eaves height	7.5m	7.7m	+3%
Main ridge height	13.4m	13.1m	-2%
Maximum height	15.4m	15.4m	0

13. The above table shows that although there would be some increase in floorspace and a minimal increase in eaves height of the proposed building, there would be a reduction in footprint, volume and width of the proposed building. There would also be no increase in the depth or maximum height of the proposed building in comparison to the existing building. In visual terms it is acknowledged that the proposed building would have three storeys of accommodation below the eaves height although the existing building has two storeys below eaves height (due to the taller floor to ceiling heights for office accommodation). The proposed building would have a similar scale and massing to the existing building and along with the improvements to the appearance of its elevations, would present a more pleasing aesthetic on the site than the bland office building.
14. Overall, it is therefore considered that the proposed development would not have a greater impact on openness than the existing development and it is considered that this part of the 6th bullet point is met. In addition it is also considered that the proposed development would not conflict with the five purposes of the Green Belt, as the proposal would not result in sprawl, neighbouring towns would not merge into one another, the countryside would be safeguarded from encroachment, the historic town purpose is not relevant in this case and the proposal would not have any adverse impact on urban regeneration which is already taking place in Woking.
15. It is therefore considered that the proposed development complies with the 6th bullet point of Paragraph 89 of the NPPF and as such the proposed development is considered to be appropriate development within the Green Belt. The proposed development would therefore comply with Policy CS6 of the Core Strategy, Policy DM13 of the DM Policies DPD and the policies in the NPPF.

Scheduled Monument and archaeology

16. Three Bronze Age funerary mounds are located on Horsell Common, a bell and disc barrow located to the west of Monument Road and a single bell barrow on the east side of Monument Road, the boundary of which extends into the application site. The barrow adjacent to and partly within the application site is designated as a scheduled monument and Historic England advise that these “*are considered to be rare and fragile survivals that contain important archaeological and environmental information. Bell barrows are particularly rare, with very few being located outside of Wessex. The survival of different*

26 FEBRUARY 2019 PLANNING COMMITTEE

types of barrow adjacent to each other is also uncommon, and this particular group of barrows are outstanding examples of their kind.”

17. Monuments fall within the NPPF definition of a heritage asset. Paragraph 132 of the NPPF states that *“when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset the greater the weight should be.”* A scheduled monument is an asset of national importance. Policy CS20 of the Core Strategy and Policy DM20 of the DM Policies DPD relate to development affecting heritage assets and states that new development should make a positive contribution to the historic environment. The applicant has submitted a Heritage Statement with the application.
18. With regard to the impact of the proposed development on the scheduled monument, the applicant’s Heritage Statement advises that the previous development, originally a packaging works (industrial use) and the current office building has set a precedent for a building adjacent to the canal. It advises that the replacement building will have little additional visual impact on the setting of the barrow as the new building would be positioned in a similar position to the existing building. In terms of archaeological impact, the applicant’s Heritage Statement advises that archaeological potential on the site is good/high owing to its position close to the Bronze Age barrow but, as the site has undergone previous phases of development including the construction of the existing building which would have resulted in a significant amount of below ground impact due to the construction of the basement and the creation of the hard surfacing this has reduced the archaeological potential of the site to low. The proposed development would not result in any new ground disturbance in areas which have not already undergone significant groundworks and as such no further archaeological works is recommended. The County Archaeologist has advised that the applicant’s conclusions are largely agreed but the refuse area should be relocated (this has subsequently been re-located), construction phase impacts should be reduced by utilising protective fencing to the barrow and a protective surface should be utilised to ensure any below ground heritage assets within the car park area are preserved intact (condition 9).
19. With regard to the proposed development, Historic England has advised that the building itself is unlikely to cause harm to the designated heritage assets that is greater than any harm caused by the existing building. In their original comments Historic England advised that there is potential for the development to cause harm to the barrow through construction, demolition and ground works, additions and through continued parking and vehicular movements on the monument. It was further advised that improvements should be made to the scheme to avoid or reduce this harm and that a heritage management maintenance plan should be secured for the eastern barrow located on land within the applicant’s control. A construction management plan can be secured by condition to minimise any harm to the barrow during construction (condition 11). The application proposal has also been amended to relocate the bin stores away from the barrow and to omit the permanent gated entrance which would have been located within the outer perimeter of the barrow.
20. With regard to the informal car park, this is an existing car park and is permitted to be used by both the applicant and also the public accessing Horsell Common for recreation use and this situation would remain if the application site is not re-developed. It is further noted that a current application is under consideration PLAN/2017/1185 which proposes a ‘land swap’ to relocate this car park and restore the existing informal car park back to common land. If this other application is approved then this land would cease to be public car park and would revert to common land which would provide an enhanced setting on this side of the barrow. If however this other application is not approved or is not implemented then in order to maintain the current situation this application should also be

26 FEBRUARY 2019 PLANNING COMMITTEE

subject to a S106 Legal Agreement to secure the existing informal car park for its current purposes to maintain the status quo. Although it is further considered that the S106 Legal Agreement should cease to have effect if planning permission is granted under PLAN/2017/1185 and that permission is subsequently completed which would enable a 'land swap' to occur to revert the informal car park back to common land.

21. The proposed development is not therefore considered to have an adverse effect on archaeology and the scheduled monument, subject to the recommended conditions and the proposal is considered to comply with Policy CS20 of the Core Strategy, Policy DM20 of the DM Policies DPD and the policies in the NPPF.

Visual Amenity including Basingstoke Canal Conservation Area

22. The application site is located within the Basingstoke Canal Conservation Area. In this location the conservation area includes the canal, all of the application site and also part of Horsell Common. In relation to conservation areas, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that "special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area" when Local Planning Authorities are exercising their planning functions. This requirement is also reflected in Policy CS20 of the Core Strategy and Policy DM20 of the DM Policies DPD.
23. As the consideration of the impact of the proposed development on the Basingstoke Canal Conservation Area is a visual assessment it should also be noted that Policy CS21 of the Core Strategy states that new development should respect and make a positive contribution to the street scene and the character of the area within which it is located. Policy CS24 requires all development proposals to provide a positive benefit in terms of landscape and townscape character. Policy DM4 of the DM Policies DPD also states that proposals which conserve and enhance the landscape, heritage, architectural or ecological character, setting or enjoyment of the Basingstoke Canal and would not result in the loss of important views will be permitted. Policy CS17 also seeks to secure an undeveloped buffer zone alongside watercourses, including the Basingstoke Canal to help to protect them.
24. The existing building was granted planning permission in the late 1980s/early 1990s and was constructed shortly thereafter. The existing building replaced a site in industrial use. It should also be noted that the application site is separated from the nearby urban area by the Basingstoke Canal and therefore it has a somewhat separate/isolated position in terms of visual amenity.
25. The proposed development would have a slightly smaller above ground footprint than the existing building. Around the proposed replacement building, including its northern side additional landscaping would occur. Currently there is very limited landscaping to the eastern and northern sides of the building within the application site (outside of Horsell Common). Except at the far western end of the building, the proposed new building would achieve a separation of at least 5 metres to the canal as required by Policy CS17. Although the western end of the building would be closer at 4 metres, there is already hard surfacing and low level planting in this area. In addition this area would provide the terrace at basement level and boundary wall rather than the actual building.
26. A parking area would be retained to the western and eastern sides of the building. The proposed cycle parking would be accommodated within the basement. Condition 4 will require a landscaping scheme for the site to be approved enhancing the overall appearance of the site, although it should be noted that no trees will be permitted to be planted on the site within the outer perimeter of the scheduled monument. Overall the layout of the proposed development on the site would be very similar to the existing layout.

26 FEBRUARY 2019 PLANNING COMMITTEE

27. Some of the architectural characteristics of the existing building would be reflected in the proposed new building such as, pitched roofs, gable projections and accommodation with the roof space. The architectural appearance of the proposed building would be more interesting in comparison to the rather bland office building and would also be more obviously 'domestic' in appearance, with the proposed number of window openings, dormer windows and balconies. The 5th storey would be recessed at roof level and would only extend over part of the roof of the proposed building. As the site is separated from the urban area by the canal and there is no built structure in the immediate vicinity of the application site, there is no constraint in terms of an architectural style/theme for the proposed building. Given the proposed use of the building for residential use the scale and appearance of the proposed building is considered to be acceptable for this canal-side setting. The building would be faced with brick and render under a natural slate roofing. All of the materials will be subject to approval (condition 3).
28. The Council's Conservation Consultant has advised that "*this scheme, although having 5 stories in part, does manage to partially conceal the upper two within the roofspace, which again uses steeply pitched gables. The building does not have the bulk or mass of a fully five storey building. The footprint is also articulated, which provides interesting elevations not found on rectangular plans. All this tends to conceal the density of the development. The development is generally viewed from across the canal and the distance and scale create a back drop before giving way to more open land beyond. Subject to materials and a well detailed quality development I do not consider the character of the conservation area would be harmed.*" No comments have been received from the Basingstoke Canal Authority or the Environment Agency.
29. In visual amenity terms it is therefore considered that the proposal would be of an acceptable layout, scale, massing, height, design and appearance for this site and would preserve the character and appearance of the Basingstoke Canal Conservation Area and the wider local area subject to conditions (3, 4, 5 and 6). The proposed development would therefore result in a positive contribution to the character and appearance of the site and surrounding local area and would comply with Policies CS17, CS20, CS21 and CS24 of the Woking Core Strategy, Policies DM4 and DM20 of the DM Policies DPD and the policies in the NPPF.

Impact on trees/vegetation

30. Policy DM2 of the DM Policies DPD reflects Policy CS21 and requires trees and vegetation to be considered holistically as part of any proposal, requires tree removal to be justified to the satisfaction of the Council and requires appropriate replacement planting to enhance the quality of any development.
31. There are only a few trees around the building, within the site. To facilitate the proposed development it is likely that the 3no. existing trees to the north of the building would be removed but these can be replaced as part of the landscaping scheme. It was noted under PLAN/2015/1438 that two further trees to the canal side of the building would also be removed as one tree is dead and the other diseased (arboricultural information submitted with PLAN/2015/1438). These trees could also be replaced as part of the landscaping scheme. There are also a number of other trees to the east of the site (outside the application site) and to the northern side (within and outside the application site) which would require protection during development. As no tree information has been submitted with the application condition 7 will require the submission of Arboricultural Information including a tree protection plan and an Arboricultural Method Statement for any works within root protection areas and details of drainage and service runs (condition 7). A

26 FEBRUARY 2019 PLANNING COMMITTEE

landscaping scheme is also secured by condition 4 which would improve the overall quality and appearance of the proposed development.

32. Subject to the above conditions, it is considered that the impact of the development on trees/vegetation is acceptable and the additional landscaping would enhance the overall appearance of the site. The proposal is therefore considered to comply with Policy CS21 of the Core Strategy, Policy DM2 of the DM Policies DPD and the policies in the NPPF.

Impact on residential amenity

33. In order to comply with Policy CS21 of the Core Strategy, new developments must achieve a satisfactory relationship to adjoining properties avoiding significant harmful impacts in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or outlook.
34. There are no existing residential occupiers immediately adjoining the site or nearby to be affected by the proposal. The premises to the southern side of the canal opposite the application site are in commercial/industrial use.
35. With regard to the amenities of the future occupiers of the site, Monument Bridge Industrial Estate lies to the south of the application site. Given the separation distance between the industrial estate and the proposed building it is not considered that the industrial uses would be detrimental to the future occupiers of the development. The Council's Environmental Health Officer has been consulted and has not raised any concerns in this regard. Nonetheless it is noted that Monument Road is busy and that traffic queues over Monument Bridge. It is therefore considered appropriate for the building to be suitably glazed and ventilated to ensure that future occupiers have an acceptable noise environment within the building (condition 30). It is also considered reasonable to include a condition relating to any plant which may be required for the building (condition 25).
36. In terms of the proposed occupiers, it is acknowledged that the 4no. basement apartments would have a more limited outlook than the above ground apartments, nonetheless this is not unusual for basement apartments and each basement apartment would have a terrace area. In terms of daylight sections through each window of the basement apartments have been provided and whilst a glass balustrade would be required to protect the lower terraced area, the 25 degree vertical splayline would otherwise not be obstructed from these windows. Due to the shape of the building which has some recessed elements, there would be some bedroom windows positioned in the recessed areas, which would conflict with the 45 degree splayline drawn on one side from these windows. Nonetheless all apartments would have a living room/kitchen with an opening which is not obstructed and the floor plan of the building also serves to provide privacy to the relevant bedroom windows and also the balconies to the apartments. Mindful of these considerations it is considered that the outlook and daylight/sunlight to the proposed building would provide an acceptable level of amenity for the future occupiers.
37. In terms of privacy, the proposed apartments have been laid out to utilise the irregular footprint of the proposed building to maximise the privacy to windows and proposed balconies. There are two apartments on four of the floors, where some oblique views may be possible between windows of different apartments but as these views would only enable limited views into the rooms they serve and this only relates to a small number of apartments of the scheme as a whole, it is considered that this arrangement is acceptable in this case. One of the balconies on each floor could offer direct views into a different apartment but this could be easily mitigated by the provision of a balcony screen to the relevant balconies and it will also be necessary for terrace partitions for the terraced area to the basement flats (condition 31). Overall it is considered that the proposed

26 FEBRUARY 2019 PLANNING COMMITTEE

development would result in an acceptable level of privacy for the future occupiers of the proposed apartments.

38. In terms of amenity, the basement apartments would all have a terraced area, albeit one basement apartment would have limited space for sitting out. All apartments on the ground, first, second and third floor would each have a small balcony and three of the four roof level flats (fourth floor) would have small terraced area. It is also noted that the proposed roof plan shows a roof garden which would be accessible to all residents via the internal communal staircase and the provision of this would be subject to condition 4. There would also be a small area to the canal side of the building which could be utilised for amenity, but the site also lies immediately adjacent to Horsell Common which is a large public open space for recreation purposes. It is therefore considered that the proposed development would have an acceptable level of amenity for future occupiers.
39. The proposed development is therefore considered to comply with Policy CS21 of the Woking Core Strategy and the policies in the NPPF relating to amenity and the proposed development would not result in any adverse impacts to existing neighbouring occupiers or the future occupiers of the development.

Highways and parking issues

40. The existing vehicular access to the site from Monument Road would be retained. Vehicular access would be to a parking area providing 42 surface level car parking spaces and a further 27 parking spaces within the basement. The informal car parking area in the northern part of the site would also be available and this would provide a further 19 car parking spaces. In the event that application PLAN/2017/1185 is approved, an alternative 19 car parking spaces would be available for the proposed development following the 'land-swap'. A Transport Statement and Travel Plan have been submitted in support of the application. The NPPF advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
41. The existing building is in a Class B1(a) office use which has a floor area of approximately 4,000sqm and a car parking provision of 110 spaces. The Transport Statement considers the traffic generation as a result of the development, the accessibility of the site and also the proposed parking provision. The Transport Statement demonstrates that there would be a significant reduction in traffic movements at the site comprising a daily reduction of 159 traffic movements, including an AM peak hour reduction of 37 movements and a PM peak hour reduction of 36 movements, in comparison to the existing use of the site. This reduction in traffic movements would result in a highways benefit and would have a positive impact on the operation of the local highway network. The County Highway Authority has also not raised any objection to the application on highway safety grounds.
42. The Transport Statement also advises that the site is located within walking distance (within 1.5km) of Woking Railway Station and consequently the Town Centre which provides access to a wide range of facilities. The nearest bus stops to the site are approximately 300m to the north on Monument Road and the Transport Statement shows that the site is accessible by several bus routes providing access to a variety of nearby destinations. The site is also within walking distance of the urban area and a number of nearby residential areas. The application site also lies immediately adjacent to the Basingstoke Canal and the Saturn (cycle) Trail, which is an off-road cycle route, is accessible on the opposite side of the canal. This cycle route provides a link to Woking Town Centre and West Byfleet. Other on-road cycle routes are also available within the locality. A Travel Plan has been provided with the application which details a number of measures which will be promoted to reduce the reliance on the private car and sets out targets and monitoring details (condition 12).

26 FEBRUARY 2019 PLANNING COMMITTEE

43. In terms of parking, the site is located outside the High Accessibility Zone as set out in the Council's SPD on Parking Standards. The maximum parking standard outside the High Accessibility Zone as set out in the Parking Standards SPD for the proposed development is 76 car parking spaces. The proposed parking provision, excluding the informal car park, would be 69 spaces which would represent a shortfall of 7 spaces below the maximum parking standard. As the provision would be less than the maximum parking standard it is considered acceptable given the accessibility of the site by bus, cycling and walking. It is also noted that the informal car park to the northern part of the site (which is also available to the public in connection with the recreational use of Horsell Common) would also be available for use by the residents of the development (or the alternative car park if planning permission is granted under PLAN/2017/1185). It is noted that by including all of the spaces in the informal car park to the north, the parking standards would be exceeded but, as these spaces can also be used by the public utilising Horsell Common and thus it is likely that the peak demand for spaces in the informal car park would be at the same time i.e. weekends, it is considered that this provision would also be acceptable and would not be unsustainable.
44. There is no requirement within the SPD on Parking Standards for the provision of accessible parking spaces for residential development schemes but it is noted that an accessible parking space could be accommodated within the site if required. With regard to cycle parking the SPD requires 1 space per unit for flats and as the scheme proposes secure and covered space for 55 cycles within the basement this exceeds the requirement (condition 13). The applicant's submitted Transport Statement advises that 20% of the available spaces would be fitted with a trickle charging point for electric vehicles and in this regard condition 14 is recommended to secure this provision with at least 5% of the spaces being provided as active charging points and a further 15% as passive charging points.
45. With regard to servicing, the refuse/recycling stores would be located adjacent to the car parking area to the eastern side of the site (condition 15). The Council's Waste Services Officer has advised that the proposed refuse/recycling arrangements are acceptable.
46. The County Highway Authority does not raise any objection to the application and the proposed development is therefore considered to comply with Policy CS18 of the Woking Core Strategy and the policies in the NPPF.

Sustainable Construction

47. Policy CS22 of the Core Strategy requires new residential development on previously developed land to meet Level 4 of the Code of Sustainable Homes. Following a Ministerial Written Statement to Parliament on 25 March 2015, the Code for Sustainable Homes has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015. The Government has stated that the energy performance requirements in Building Regulations will be set at a level equivalent to the outgoing Code for Sustainable Homes Level 4. Until the amendment is commenced, the Council has altered its approach and alternative conditions will be applied to all new residential permissions which seeks the equivalent water and energy improvements of the former Code Level 4 (Conditions 23 and 24). On this basis the proposed development is therefore considered to comply with Policy CS22 of the Woking Core Strategy, the Council's Climate Change SPD and the NPPF.

26 FEBRUARY 2019 PLANNING COMMITTEE

Flood Risk, Surface Water Drainage and Water Utilities

48. The site is located within Flood Zone 1 (low risk) and no issues relating to flood risk are raised. As the proposal is for major development, surface water drainage is a material planning consideration. In respect of surface water drainage, the applicant has provided a Surface Water Drainage/SuDS strategy with the application and in response to the Council's Drainage and Flood Risk Engineer's comments on the application, further revised information is awaited from the applicant and this will be subject to further consultation with the Council's Drainage and Flood Risk Engineer. Any comments received will be verbally reported. In any event conditions 15, 16 and 17 are recommended to be imposed on any permission granted. The proposal is therefore considered to accord with Policies CS9 and CS16 of the Core Strategy, Policy DM4 of the DM Policies DPD and the policies in the NPPF.
49. Thames Water has been consulted on the application and has advised that as the proposed development works would be in close proximity to underground sewerage utility infrastructure it is requested that a condition be imposed on any permission granted relating to any use of piling to construct the development (condition 28).

Contamination

50. Paragraphs 120 and 121 of the NPPF relate to contamination and advise that the effects of pollution should be taken into account and that the responsibility for securing a safe development rests with the developer and/or landowner. Policy DM5 of the DM Policies DPD relates to environmental pollution and Policy DM8 relates to land contamination and seeks to remediate or minimise the risks from contamination.
51. The Council's Scientific Officer has been consulted on the application and has advised that the history of the site would have included industrial processes and there is no information on any previous remediation. The Council's Scientific Officer has advised that the full contamination condition should be imposed on any permission granted (condition 8). Subject to condition the proposed development, in relation to contamination, is considered acceptable and would comply with Policies DM5 and DM8 of the DM Policies DPD and the guidance in paragraphs 120 and 121 of the NPPF relating to contamination.

Ecology

52. 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 in Policy CS7 of the Core Strategy.
53. The site is adjoined to the south by the Basingstoke Canal SSSI which has the potential to be impacted by the development during construction activities from pollution/run off etc. Natural England has raised no objection to the application subject to a condition requiring a detailed Construction and Environmental Management Plan to be approved to ensure that the proposal would not impact on the features of special interest for which the Basingstoke Canal SSSI is notified. This condition will detail how construction activities will be undertaken to avoid any detrimental impact on the SSSI e.g. from dust, spillages, polluted run off, including relevant controls and that no materials machinery or work should encroach onto the SSSI during construction (condition 11).

26 FEBRUARY 2019 PLANNING COMMITTEE

54. The applicant has submitted an Extended Phase 1 Habitat Survey and a Bat Survey. To the north of the site is the Woodham Common SNCI which also covers part of the northern informal car park. The bat surveys concluded that the existing building and trees on the site are very unlikely to host roosting bats. No badger setts were found within or adjacent to the application site, although there are signs of badger activity to the north of the site. As badgers can open up holes for new setts overnight the ecology report recommends that a pre-commencement badger survey be conducted within one month of the commencement of works (condition 20). It is not considered likely that the proposal would have any adverse impact upon other protected species, such as reptiles, great crested newts or dormice as the habitats to be affected by the development are sub-optimal for use by these species. The habitats around the building are of limited ecological value being common, widespread and easily replaceable. Any vegetation removal and demolition should be undertaken outside the bird nesting season unless the vegetation/building has been surveyed for nesting birds (condition 19) and conditions are recommended in relation to external lighting, construction works, eradication of Japanese knotweed and the provision of a wildlife friendly landscaping scheme (conditions 26, 11, 21 and 4). These measures will ensure that the proposals do not have any adverse impact on ecology and the Basingstoke Canal SSSI. A condition requiring biodiversity enhancements has also been included in the recommendation (condition 22).
55. The Surrey Wildlife Trust has advised that no construction or activities should be undertaken within the Woodham Common SNCI boundary during construction. However the SNCI boundary includes the most northern part of the informal car park which also falls within the application site. Under the previous application for this site, PLAN/2015/1438, the applicant advised that the only works to the informal car park would be infilling existing pot holes and overlaying with a course of wood bark (condition 29). However if the application for PLAN/2017/1185 is approved then the informal northern car park would eventually be put back to common land. For construction, given the need to minimise the impact of construction activities on the Basingstoke Canal SSSI, the scheduled monument, the Woodham Common SNCI and also highway safety, it is likely that a pragmatic approach will need to be taken with regard to construction activities and thus condition 11 is recommended in this regard which will be subject to consultation with all relevant consultees. The Surrey Wildlife Trust also advises that the mitigation and enhancement actions as detailed in sections 4 and 5 of the submitted Ecological Report should be secured by condition (conditions 19, 20, 21 and 22).
56. Subject to the recommended conditions the proposal is considered to be acceptable in terms of ecological impact and would comply with Policy CS7 of the Core Strategy and the policies in the NPPF relating to ecology and biodiversity and the guidance in Circular 06/05.

Affordable Housing

57. Policy CS12 of the Core Strategy states that all new residential development on previously developed land will be expected to contribute to the provision of affordable housing. On sites providing 15 or more dwellings, the Council will require 40% of dwellings to be affordable. The policy also states that the proportion of affordable housing to be provided by a particular site will take into account a number of factors, including the costs relating to the development, in particular the financial viability of developing the site (using an approved viability model).
58. The applicant has submitted a financial viability assessment and this has been assessed by the Council's Viability Consultant. As a result of the initial viability assessment a further review of the applicant's proposed costs has been undertaken by an Independent Cost Consultant. As a result of the further assessment the Council's Viability Consultant has

26 FEBRUARY 2019 PLANNING COMMITTEE

advised that the scheme is able to provide 3 on-site social rented units, with an additional off-site contribution of £33,110 whilst still providing the developer with a full profit level thus maintaining viability. It is further advised that in the event that a Registered Provider cannot be found to take on such a small number of units then an off-site financial contribution of £242,528 can be provided whilst maintaining viability. It is also recommended that a review clause is included within the S106 Legal Agreement in the event that the proposed development creates a higher level of revenue than has been currently adopted.

59. The Council's Housing Strategy and Enabling Officer has advised that a Registered Provider is unlikely to want such a small number of units due to management /maintenance arrangements and in this case the off-site affordable housing financial contribution would be acceptable with the review clause. The applicant has agreed to enter into a S106 Legal Agreement to secure this financial contribution towards the provision of off-site affordable housing with an overage clause (along with the SAMM contribution – see paragraph 61 below). The proposed development is therefore considered to comply with Policy CS12 of the Core Strategy.

Thames Basin Heaths Special Protection Area

60. The Thames Basin Heaths Special Protection Area are internationally important and designated for their interest as habitats for ground nesting birds. Policy CS8 of the Woking Core Strategy requires all new residential development within the 400m-5km zone to make a financial contribution towards the provision of Suitable Alternative Natural Greenspace (SANG) and the Strategic Access Management and Monitoring (SAMM) to avoid adverse effects. The SANG contribution is now encompassed within the Community Infrastructure Levy (CIL) but the SAMM element of the contribution is required to be secured outside of CIL.
61. The applicant has agreed to make a SAMM contribution of £33,455.00 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy as a result of the provision of 5no. 1 bed apartments and 47no. 2 bed apartments which would result from the proposal. This financial contribution would be secured by a S106 Legal Agreement.
62. In view of the above, the Local Planning Authority is able to determine that the development would have no significant effect upon the TBHSPA and therefore accords with Policy NRM6 of the South East Plan, Policy CS8 of the Core Strategy 2012 and the Thames Basin Heaths Special Protection Area Avoidance Strategy.

Local Finance Considerations

63. The Council implemented the Community Infrastructure Levy (CIL) on 1st April 2015. The proposal would be liable for Community Infrastructure Levy (CIL) to the sum of approximately £120,600.00 (including the 2017 Indexation) for an uplift of 871sqm.

CONCLUSION

Overall the proposal is considered to comprise appropriate development within the Green Belt, would safeguard the scheduled monument and archaeology, would preserve the character and appearance of the Basingstoke Canal Conservation Area and would not result in any adverse consequences to the visual amenity of the wider area, the amenities of neighbouring and future occupiers, highway safety and parking, sustainable construction, flood risk and drainage, contamination, ecology and the Thames Basin Heaths Special Protection Area. In addition the proposed development would contribute to the provision of additional residential accommodation in the Borough. Having regard to the relevant policies

26 FEBRUARY 2019 PLANNING COMMITTEE

of the Development Plan, other relevant material planning considerations and national planning policy and guidance, the proposal is considered to be an acceptable form of development that complies with Policies CS1, CS6, CS7, CS8, CS9, CS12, CS13, CS16, CS17, CS18, CS20, CS21, CS22, CS24, and CS25 of the Woking Core Strategy 2012, Policies DM2, DM4, DM5, DM7, DM8, DM13 and DM20 of the DM Policies DPD 2016, the guidance in the relevant SPDs and the policies within the NPPF. It is therefore recommended that planning permission be granted subject to the prior completion of a S106 Legal Agreement and the recommended conditions as set out below.

	Obligation	Reason for Agreeing Obligation
1.	To secure the use of the informal car park for public use on the same terms as the existing. In the event that planning permission is granted under PLAN/2017/1185 and the development is completed the obligation shall be extinguished	To accord with Policy CS17 of the Woking Core Strategy 2012.
2.	Affordable Housing financial contribution of £242,528.00	To accord with Policy CS12 of the Woking Core Strategy 2012.
3.	Affordable Housing overage clause	To accord with Policy CS12 of the Woking Core Strategy 2012.
4.	SAMM (SPA) contribution of £33,455.00 (to be increased in line with indexation if the S106 Legal Agreement is not signed before 1 st April 2018)	To accord with the Habitat Regulations, policy CS8 of the Woking Core Strategy 2012 and The Thames Basin Heaths SPA Avoidance Strategy 2010-2015.

BACKGROUND PAPERS

Planning application file PLAN/2016/1204

RECOMMENDATION

It is recommended that planning permission be **GRANTED** subject to:

- i) the prior completion of a S106 Legal Agreement to secure the use of the informal car park for public use on the same terms as the existing (which shall cease if the application under PLAN/2017/1185 is granted planning permission), an affordable housing contribution and overage clause and the required SAMM financial contribution; and
- ii) the following planning conditions:
 1. The development hereby permitted shall be commenced not later than three years from 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).

26 FEBRUARY 2019 PLANNING COMMITTEE

2. The development hereby permitted shall be carried out in accordance the following approved plans received with the application unless specified:

Site Location Plan (2016/BRW_R/200 Rev A) rec 21.09.16
Existing Basement Floor plan (2016/BRW_R/1) rec 21.09.16
Existing Ground Floor plan (2016/BRW_R/2) rec 21.09.16
Existing First Floor plan (2016/BRW_R/3) rec 21.09.16
Existing Second Floor plan (2016/BRW_R/4) rec 21.09.16
Existing Third Floor plan (2016/BRW_R/5) rec 21.09.16
Existing Roof plan (2016/BRW_R/6) rec 21.09.16
Existing North West Elevation (2016/BRW_R/10) rec 21.09.16
Existing North East Elevation (2016/BRW_R/7) rec 21.09.16
Existing South East Elevation (2016/BRW_R/8) rec 21.09.16
Existing South West Elevation (2016/BRW_R/9) rec 21.09.16

Proposed Site plan (2017/BRW_R/201 Rev E) rec 29.09.17
Proposed Site – daylight study (2017/BRW_R/271) rec 07.06.17
Proposed Basement Floor plan – daylight study (2017/BRW_R/270) rec 07.06.17
Proposed Ground Floor plan (2016/BRW_R/203 Rev A) rec 21.09.16
Proposed First Floor plan (2016/BRW_R/204 Rev A) rec 21.09.16
Proposed Second Floor plan (2016/BRW_R/205 Rev A) rec 21.09.16
Proposed Third Floor plan (2016/BRW_R/206 Rev A) rec 21.09.16
Proposed Roof plan (2016/BRW_R/207 Rev A) rec 21.09.16

Proposed South East Elevation (2017/BRW_R/211 Rev C) rec 07.06.17
Proposed North West Elevation (2017/BRW_R/213 Rev C) rec 07.06.17
Proposed South West Elevation (2017/BRW_R/212 Rev C) rec 07.06.17
Proposed North East Elevation (2017/BRW_R/210 Rev C) rec 07.06.17
Sections 1-6 – daylight study (2017/BRW_R/272) rec 07.06.17
Sections 7-11 – daylight study (2017/BRW_R/273) rec 07.06.17

Illustration of proposed South West and North West Elevations (2016/BRW_R/222) rec 03.10.16

Illustration of proposed South East and South West Elevations (2016/BRW_R/221)

Reason: For the avoidance of doubt and to ensure that the development is completed in accordance with the approved plans.

3. The development hereby permitted shall not commence until samples and a written specification of all of the materials to be used in the external elevations of the building hereby approved and hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and thereafter retained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority

Reason: To protect the visual amenities of the area in accordance with Policies CS20 and CS21 of the Woking Core Strategy 2012 and the policies of the NPPF.

4. The development hereby permitted shall not commence until a detailed landscaping scheme, for the site and roof garden, has been submitted to and approved in writing by the Local Planning Authority which specifies, all existing trees and landscape features to be retained and the species, planting sizes, spaces and numbers of trees/shrubs and hedges to be planted. All landscaping shall be carried out in accordance with the approved scheme in the first planting season (November-March) following the completion of the development and maintained thereafter. Any retained or newly

26 FEBRUARY 2019 PLANNING COMMITTEE

planted trees, shrubs or hedges which die, become seriously damaged or diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.

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

5. Notwithstanding the provisions of Article 3 and Schedule 2, Part 2 and Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any orders amending or re-enacting that Order with or without modification) no fences, gates or walls or other means of enclosures shall be erected anywhere on the application site, including anywhere between the building hereby approved and the Basingstoke Canal without planning permission being first obtained from the Local Planning Authority.

Reason: To ensure that the proposed development does not adversely affect the character and appearance of the site and its position adjacent to the Basingstoke Canal and Horsell Common and the Scheduled Monument in accordance with Policies CS6, CS17, CS20 and CS21 of the Woking Core Strategy 2012 and the policies in the NPPF.

6. Prior to the commencement of development full details of the existing and proposed finished floor levels and existing and proposed site levels around the building shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: In the interests of visual amenity and in accordance with Policies CS20 and CS21 of the Woking Core Strategy 2012 and policies in the NPPF.

7. No development related works shall be undertaken on site (including clearance and demolition) until tree protection details, to include the protection of trees hedges and shrubs, have been submitted to and approved in writing by the Local Planning Authority. These details shall adhere to the principles embodied in BS 5837 2012 and shall include a Tree Survey, Arboricultural Impact Assessment and Arboricultural Method Statement. The details shall make provision for the convening of a pre-commencement meeting and Arboricultural supervision by a suitably qualified and experienced Arboricultural Consultant for works within the RPAs of retained trees. Full details shall be provided to indicate exactly how and when the retained trees will be protected during the site works and details of the drainage and service runs. The development shall be carried out strictly in accordance with the agreed details.

Reason: To ensure measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself to comply with Policy CS21 of the Woking Core Strategy 2012, Policy DM2 of the DM Policies DPD and policies in the NPPF.

8. The development hereby permitted shall not commence 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);

26 FEBRUARY 2019 PLANNING COMMITTEE

- (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 agreed in writing by the Local Planning Authority, the development shall be carried out and completed wholly in accordance with such details and timescales as may be agreed.

Reason: To ensure that a satisfactory strategy is put in place for addressing contaminated land before development commences and to make the land suitable for the development 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 and the policies in the NPPF.

9. No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The programme of archaeological work shall be implemented fully in accordance with the approved scheme.

Reason: To ensure that the required archaeological work is undertaken and in accordance with Policy CS20 of the Woking Core Strategy 2012 and the policies in the NPPF.

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be 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 and to comply with Policy CS18 of the Woking Core Strategy 2012 and policies in the NPPF.

11. No development shall commence until a Construction and Environmental Management Plan [which shall be subject to consultation with Natural England, Historic England and the County Highway Authority], to include details of (but not limited to):
- (a) measures to mitigate the impact of demolition and construction activities on ecology on and adjacent to the site including the Basingstoke Canal SSSI e.g. from dust, spillages and polluted run-off;
 - (b) measures to prevent pollution, sediment and particulates from being washed from the site and entering the Basingstoke Canal;
 - (c) specifying that no materials, machinery or work would encroach onto the Basingstoke Canal SSSI either before, during or after demolition and construction;
 - (d) any temporary site fencing/hoarding and security measures;
 - (e) the prohibition of burning of materials and refuse on site;
 - (f) management of materials and waste;
 - (g) all site construction buildings, containers etc and their positions on the site;
 - (h) identification of areas/containers for the storage of fuels, oils and chemicals;
 - (i) parking for vehicles of site personnel, operatives and visitors;
 - (j) loading and unloading of plant and materials;

26 FEBRUARY 2019 PLANNING COMMITTEE

- (k) storage of plant and materials;
- (l) programme of works (including measures for traffic management);
- (m) provision of boundary hoarding behind any visibility zones;
- (n) measures to prevent the deposit of materials on the highway;
- (o) on-site turning for construction vehicles;

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: To ensure the proposed development does not prejudice the adjacent SSSI, ecology, the scheduled monument, the interests of highway and pedestrian safety and to protect the environmental interests and the amenity of the area and to comply with Policies CS7, CS9 and CS21 of the Woking Core Strategy 2012 and the policies in the NPPF.

12. Prior to the first occupation of the development hereby approved a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with Surrey County Council's Travel Plans Good Practice Guide and in general accordance with the Travel Plan Framework document dated October 2016 and submitted with the application. The approved Travel Plan shall be implemented on the first occupation of the building and shall thereafter be maintained and developed in accordance with the details contained therein.

Reason: To promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy 2012 and policies in the NPPF.

13. The development hereby approved shall not be first occupied unless and until facilities for the secure parking of cycles within the basement of the building site have been provided and are available for use in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved facilities shall be retained and maintained in accordance with the approved details.

Reason: To promote sustainable modes of transport in accordance with Policy CS18 of the Woking Core Strategy 2012 and policies in the NPPF.

14. The development hereby approved shall not be first occupied unless and until the infrastructure for the provision of 4no. active and 10no. passive electric charging parking space have been provided in the car park in accordance with details specifying the location and details of the proposed active and passive parking spaces and the 4no. active parking spaces have been made available for use by the future occupiers of the development. The development shall thereafter be retained in accordance with the approved details.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policy CS22 of the Woking Borough Core Strategy 2012 and policies in the NPPF.

15. Prior to the commencement of development full design details of the proposed bin stores shall be submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall not be first occupied unless and until the bin stores have been provided on the site in accordance with the approved details and are available for use. Thereafter the bin stores shall be retained and maintained in accordance with the approved details.

26 FEBRUARY 2019 PLANNING COMMITTEE

Reason: In the interests of amenity and to ensure the provision of satisfactory facilities for the storage and recycling of refuse in accordance with Policies CS20 and CS21 of the Woking Core Strategy 2012 and policies in the NPPF.

16. Prior to the commencement of development, construction drawings of the agreed surface water drainage network as per the Surface Water Drainage/SUDS Strategy (dated March 2016), including the associated sustainable drainage components, and a construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be constructed in accordance with the approved details (drawings and calculations). No alteration to the agreed drainage scheme shall occur without the prior written approval from the Local Planning Authority.

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

17. The development hereby approved 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 maintained in accordance with the approved details in perpetuity. 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 continues to be maintained as agreed for the lifetime of the development and to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and policies in the NPPF.

18. Prior to the first occupation of the development hereby approved, a verification report, appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented shall be submitted to and approved in writing by the Local Planning Authority. This report will 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 to comply with Policies CS9 and CS16 of the Woking Core Strategy 2012 and policies in the NPPF.

19. Any scrub, hedgerow and tree clearance must be undertaken outside the bird breeding season (1st March to 30th August inclusive) unless the applicant has first carried out a survey of such vegetation (undertaken by an ecologist) which shows that there are no

26 FEBRUARY 2019 PLANNING COMMITTEE

nesting species within relevant parts of the application site and any such survey results have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent birds being injured or killed during site clearance works and to comply Policy CS7 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the policies in the NPPF.

20. Within a calendar month immediately prior to the commencement of development a badger survey shall be conducted on the whole site with the findings of the survey (including any recommendations for mitigation including during construction) being submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved details.

Reason: To ensure that badgers and/or badger habitat are protected and to comply with Policy CS7 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the policies in the NPPF.

21. No development shall commence until a detailed method statement for the removal/eradication of Japanese knotweed from the site (including timescales for the works) has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include proposed measures to prevent the spread of Japanese knotweed during any operations such as mowing, strimming or soil movement. Thereafter, the development shall be implemented in accordance with the approved details.

Reason: In order to enhance the biodiversity on the site and to comply with Policy CS7 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the policies in the NPPF.

22. No development shall commence until full details of the measures for the enhancement of biodiversity on the site, including a timetable for their provision on the site and details of their long term management and maintenance have been submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancements shall be carried out and shall thereafter be retained on the site in accordance with the approved details.

Reason: In order to enhance the biodiversity on the site and to comply with Policy CS7 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the policies in the NPPF.

23. Prior to the commencement of the development hereby approved, written evidence shall be submitted to and approved in writing by the Local Planning Authority demonstrating that the development will:
 - a. Achieve a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of a Design Stage Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and,
 - b. Achieve a maximum water use of no more than 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended), measured in accordance with the methodology set out in Approved Document G (2015 edition). Such evidence shall be in the form of a Design Stage water efficiency calculator.

26 FEBRUARY 2019 PLANNING COMMITTEE

Development shall be carried out wholly in accordance with the agreed details and maintained as such in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policy CS22 of the Woking Core Strategy 2012 and the policies in the NPPF.

24. The development hereby permitted shall not be occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority demonstrating that the development has:
- a. Achieved a minimum of a 19% improvement in the dwelling emission rate over the target emission rate, as defined in the Building Regulations for England Approved Document L1A: Conservation of Fuel and Power in New Dwellings (2013 edition). Such evidence shall be in the form of an As Built Standard Assessment Procedure (SAP) Assessment, produced by an accredited energy assessor; and
 - b. Achieved a maximum water use of 110 litres per person per day as defined in paragraph 36(2b) of the Building Regulations 2010 (as amended). Such evidence shall be in the form of the notice given under Regulation 37 of the Building Regulations.

Development shall be carried out wholly in accordance with the agreed details and maintained as such in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources and to comply with Policy CS22 of the Woking Core Strategy 2012 and the policies in the NPPF.

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

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

26. No external lighting shall be installed anywhere on the site until full details of any proposed external lighting in accordance with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and the Built Environment Series" (and also ensuring compliance with the recommendations of the Institute of Lighting Engineers 'Guidance Notes for Reduction of Light Pollution' and the provisions of BS 5489 Part 9) have been submitted to and approved in writing by the Local Planning Authority. Any lighting on the site shall thereafter be installed and maintained in accordance with the approved details.

Reason: In the interests of visual amenity and the ecology/biodiversity of the site and surrounding area and to comply with Policies CS6, CS7 and CS21 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the policies in the NPPF.

27. Prior to the commencement of development on the site, a heritage management and maintenance plan for the scheduled barrow (for those parts which are within the

26 FEBRUARY 2019 PLANNING COMMITTEE

application site) shall be submitted to and approved in writing by the Local Planning Authority. The barrow shall thereafter be managed and maintained in accordance with the approved details unless otherwise first approved in writing by the Local Planning Authority.

Reason: To improve the presentation and management of the scheduled barrow and to comply with Policy CS20 of the Woking Core Strategy 2012 and the policies in the NPPF.

28. No piling shall take place on the site until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure and to comply with Policy CS16 of the Woking Core Strategy 2012 and the policies in the NPPF.

29. If any works are proposed to the northern informal car park then prior to the commencement of any works to repair or re-surface the existing northern informal car park, full details of the proposed works and samples of any re-surfacing treatment shall be submitted to and approved in writing by the Local Planning Authority. The proposed development shall only be implemented in accordance with the approved details.

Reason: In the interests of visual amenity, archaeology and the ecology/biodiversity of the site and surrounding area and to comply with Policies CS6, CS7 and CS21 of the Woking Core Strategy 2012, Circular 06/05 Biodiversity and Geological Conservation and the policies in the NPPF.

30. The development hereby permitted shall not commence until a fully detailed scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall comprise suitable acoustic double glazing with ventilation and any other measures to protect the building from noise. The approved scheme shall be carried out concurrently with the development of the site and shall then be implemented in full as agreed in writing by the Local Planning Authority before each dwelling is occupied and shall be retained thereafter.

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

31. Prior to the commencement of development on the site full design details of the terrace partitions (position, height and appearance) between the terraced areas for the proposed basement apartments and full design details of balcony screens (position, height and appearance) for the balconies to apartments 14, 25, 36 and 47 as shown on the approved plans shall be submitted to and approved in writing by the Local Planning Authority. The terrace partitions and balcony screens shall be installed in accordance with the approved details prior to the first occupation of the apartments to which this condition relates and shall thereafter be retained and maintained in accordance with the approved details.

26 FEBRUARY 2019 PLANNING COMMITTEE

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

Informatives

1. This application is subject to a Section 106 legal agreement.
2. The applicant is reminded that flats/apartments do not benefit from 'permitted development rights'.
3. In connection with condition 9 (Archaeology) the applicant's attention is drawn to the consultation response from the County Archaeologist which advises that the details to be submitted to satisfy the condition should also include temporary fencing being erected around the existing earthwork and steps to ensure that any previously unidentified below ground heritage assets which lie within the car park area are preserved intact in the form of a protective surface across the car park to minimise impact from heavy construction traffic etc.
4. In connection with condition 28 the applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
5. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measure he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
6. Surface water drainage – With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where a developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
7. Thames Water would recommend that petrol/oil interceptors be fitted in all car parking facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.
8. You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
9. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or watercourse. The applicant is advised that a permit and, potentially, a Section 278 agreement must be

26 FEBRUARY 2019 PLANNING COMMITTEE

obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

10. 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 and 149).
11. **Noise Control** The applicant's attention is drawn to Sections 60 and 61 of the Control of Pollution Act 1974 and the associated British Standard Code of Practice BS 5228: 1984 "Noise Control on Construction and Open Sites" (with respect to the statutory provision relating to the control of noise on construction and demolition sites. If work is to be carried out outside normal working hours, (i.e. 8 am to 6 p.m. Monday to Friday, 8 am to 1 p.m. Saturday and not at all on Sundays or Bank Holidays) prior consent should be obtained from the Environmental Health Manager prior to commencement of works.
12. The applicant is advised that in addition to any planning permission, the consent of the Secretary of State is also required for any works on common land.
13. The applicant is also advised that any works (including ground disturbance, landscaping or insertion of fence posts) within the scheduled area will require Scheduled Monument Consent and in this regard you are advised to contact Historic England.
14. The applicant is advised that when submitting any plans of the site as required pursuant to the requirements of any condition, it would be of assistance if the outer perimeter of the scheduled monument could be included on the site plan submitted.
15. 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 paragraph 186-187 of the National Planning Policy Framework 2012.