

25 JUNE 2019 PLANNING COMMITTEE

6a 19/0146 Reg'd: 15.02.19 Expires: 05.07.19 Ward: HV
Nei. 13.06.19 BVPI Smallscale Number >13 wks On No
Con. 13.06.19 Target major of Weeks Target?
Exp: dwellings (07) on Cttee'
Day:

LOCATION: Former Ian Allan Motors, 63 - 65 High Street, Old Woking, Woking, GU22 9LN

PROPOSAL: Erection of a 48 unit Independent Living Scheme, comprising 45 x 1 bed units and 3 x 2 bed units, with communal kitchen, living room, dining room and salon facilities, mobility scooter charging ports, staff break out areas and offices, and associated bin storage, access, parking and landscaping (amended plans, amended information and additional information).

TYPE: Regulation 3 - Full Application

APPLICANT: Woking Borough Council

OFFICER: Benjamin Bailey

REASON FOR REFERRAL TO COMMITTEE

The proposal is for development which falls outside of the Scheme of Delegation.

SUMMARY OF PROPOSED DEVELOPMENT

Site Area (excluding carriageways/footways):	0.2821 ha (2,821 sq.m)
Site Area (entire red-line):	0.4425 ha (4,425 sq.m)
Existing units:	0
Proposed units:	48
Existing density:	0 dph (dwellings per
hectare)	
Proposed density (excluding carriageways/footways):	170 dph
Proposed density (entire red-line):	108 dph

PLANNING STATUS

- Urban Area
- Adjacent to Grade II Statutory Listed Building (Hale Lodge, No.61 High Street)
- Proximity of Locally Listed Building (Shackleford House, Nos.71-73 High Street)
- Area of High Archaeological Potential
- Flood Zones 1, 2 and 3 (Each Partial)
- Contaminated Land
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)

RECOMMENDATION

Grant planning permission subject to recommended conditions and Undertaking of

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the Chief Executive of Woking Borough Council.

(Officer Note: As Woking Borough Council is the owner of the land the subject of this planning application, it cannot enter into a Section 106 legal agreement to secure any planning obligations which may be required to mitigate the effects of the proposed development. However the Council's Chief Executive is able to commit the Council to give effect to the specific measures in this case under delegated authority. Any such commitment by the Council's Chief Executive would provide certainty that such measures will be given effect to if planning permission is granted and implemented for the proposed development.)

SITE DESCRIPTION

The application site is adjacent to a petrol station fronting Old Woking High Street and spans the area between Old Woking High Street to the south and Priors Croft to the north. The site is entirely hard surfaced where not encompassed by existing buildings. There are two existing buildings on the site, including a two storey predominantly dual-pitched building towards the High Street frontage which is attached to a shallow dual-pitched building to the rear with a substantial footprint. There is a further dual-pitched building to the north-west section of the site adjacent to the site boundary with Priors Croft. The site was, until January 2017, used as a car sales showroom and the apron of hardstanding was utilised for the external display of cars.

RELEVANT PLANNING HISTORY

PLAN/2018/1361 - Engineering works for the removal of the existing slab and hardstanding following demolition consented under PLAN/2018/0584 (prior approval - demolition) including archaeological investigation and ground remediation works. Permitted subject to conditions (19.02.2019)

PLAN/2018/1262 - Advertisement Consent for application of graphics to temporary site hoarding (non-illuminated). Permitted subject to conditions (09.01.2019)

PLAN/2018/0708 - Erection of building ranging in height between 1 and 4 storeys to provide x57 sheltered housing dwellings (x54 one bedroom and x3 two bedroom) (Use Class C3), ancillary accommodation and amenities, landscaping (including courtyard garden and roof terrace), on-site car and cycle parking, vehicular access, extension of existing Priors Croft parking bay and relocation of existing electricity substation. Application Withdrawn (06.02.2019)

PLAN/2018/0584 - Prior notification of proposed demolition of car showroom, two storey office building, adjacent workshop and outbuildings. Prior Approval Is Not Required (29.06.2018)

PLAN/2017/0153 - Outline planning application (reserving matters of appearance and landscaping) for the demolition of all existing buildings and erection of 1No. part four, part three storey building, 1No. part three, part two storey building and the erection of 1No. two storey terrace, providing 24No. residential units (7No. 1 bedroom units, 8No. 2 bedroom units and 9No. 3 bedroom units) together with car parking, landscaping and incidental works (amended proposed site plan and flood risk assessment received 20.09.2017).

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Permitted subject to S106 Legal Agreement and conditions (20.12.2017)

(Officer Note: In addition to the above the application site also has a relatively comprehensive planning history relating to its former use as a car sales showroom with ancillary garage however the above is considered the most relevant to the current proposal).

CONSULTATIONS

Historic England: On the basis of the information available to date, in our view you do not need to notify or consult us on this application under the relevant statutory provisions.

Heritage & Conservation Consultant: To be updated at Planning Committee.

County Archaeological Officer (SCC): Having considered the submitted Written Scheme of Investigation I confirm it accords with relevant standards. Recommended condition 41 refers.

County Highway Authority (SCC): No objection subject to recommended conditions 10, 11, 12, 13, 14 and 15.

Environment Agency (Second): No objection subject to recommended condition 25.

Drainage & Flood Risk Team (WBC): No objection subject to recommended conditions 25, 26, 27, 28 and 29.

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

Thames Water Development Planning: Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection, based on the information provided. Recommend informatives.

Surrey Wildlife Trust: Should the LPA be minded to grant planning permission for this site, the applicant should be required to undertake all the recommended actions in Section 7 of the Preliminary Ecological Appraisal (PEA) Report by Middlemarch Environmental dated February 2019 (Revised), including the biodiversity enhancements detailed in sub-section R3. Recommended conditions 08 and 09 refer.

Environmental Health: No objection subject to recommended conditions 17, 18, 19 and 20.

UK Power Networks (UKPN): UKPN has a substation in the area of the development, however, this is in the process of being re-located. UKPN also have cables running along the boundary of the development, but these should not be affected and the necessary easement acquisition is in hand. Subject to the substation being re-located and an easement obtained for the existing cables, UK Power Networks has no objection to this development.

Joint Waste Solutions: I would be happy to accept a capacity of x4 1100ltr general waste bins, x4 1100ltr recycling bins and x2 140ltr communal food waste bins (for

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household food waste use only). Due to the nature of development, as an independent living scheme, I believe this capacity to be sufficient. Further bins could be added at a later stage if necessary. Any food waste requirements relating to a servery (ground floor kitchen) may have to be completed by a separate commercial contractor as we can only collect household food waste. Recommended condition 21 refers.

Contaminated Land Officer: No objection subject to recommended conditions 22, 23 and 24.

COMMENTARY

Since initial submission the application has been the subject of a set of amended plans and additional/amended supporting information. In summary amended plans and additional/amended supporting information made the following key changes and provided the following additional/amended supporting information:

- Amended third floor of southern section of western 'wing' from initially proposed flat roof to a 'mansard' style roof in line with that proposed to the remainder of the building
- Provided additional parking space (to 14 overall spaces) to the parking area accessed from High Street
- Revised Flood Risk Assessment
- Revised Drainage Statement
- Minor changes to soft and hard landscaping and means of enclosure

Further public consultation was undertaken on these changes and additional/amended supporting information as set out below.

REPRESENTATIONS

Initial submission representations

The below summarises the representations received during the public consultation following initial submission of the planning application. For clarity this is the period up to and including 22nd May 2019.

x11 letters of objection have been received raising the following main points:

- Insufficient parking – parking is already a problem in Priors Croft on the evenings and weekends
- Current bus service through Old Woking is insufficient to support the elderly or vulnerable people and stop at 6pm
- Car ownership in Woking is higher than national average
- Will compound existing congestion on High Street
- High-over density of development
- Loss of trees to site
- Height is out of keeping with the area
- Unfair to compare this development to those in Hipley Street as they were conversions from office space not requiring planning permission
- Location of site compound - on the grassy areas outside Priors Croft houses - pose a health and safety risk for residents
- Proposed building is materially larger than the building(s) it would replace and is for a different purpose

(Officer Note: The objector appears to be referring to Green Belt policy. The

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site is not within the Green Belt)

- Would set a precedent
(Officer Note: Each application has to be considered on its own individual merits)
- Flat 3 Shackelford House will be overlooked
- Hale Lodge will be overlooked
- Loss of light to Hale Lodge
- Adverse impact upon adjacent Grade II Listed Hale Lodge
- Risk to Hale Lodge through site works, including vibration
- Plans show new tree planting close to boundary with Hale Lodge, the roots of which may cause damage to Hale Lodge
(Officer Note: No new tree planting is proposed close to this boundary)

Amended plans and additional/amended information submission representations

The below summarises the representations received during the public consultation following the submission of amended plans and additional/amended information. For clarity this is the period from 23rd May 2019 onwards.

x2 further letters of objection have been received raising the following main points:

- High-over density of development
- Insufficient parking
- Impact of development
- Out of Character
- Overlooking
- The contract to provide primary care at Greenfield Surgery is being terminated and the surgery earmarked for closure in September 2019 - there will be increased health risk as well as an increased pressure placed on local community transport

(Officer Note: Any further representations received after the preparation of this report will be updated at Planning Committee)

(Officer Note: During each period of public consultation set out the application has been advertised both via neighbour notification letter and through Major/Regulation 3/Listed Building development site and press notices)

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2018)

Section 2 - Achieving sustainable development

Section 5 - Delivering a sufficient supply of homes

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 11 - Making effective use of land

Section 12 - Achieving well-designed places

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

Section 15 - Conserving and enhancing the natural environment

Section 16 - Conserving and enhancing the historic environment

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS7 - Biodiversity and nature conservation

CS8 - Thames Basin Heaths Special Protection Areas

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CS9 - Flooding and water management
CS10 - Housing provision and distribution
CS11 - Housing mix
CS12 - Affordable housing
CS13 - Older people and vulnerable groups
CS15 - Sustainable economic development
CS18 - Transport and accessibility
CS19 - Social and community infrastructure
CS20 - Heritage and conservation
CS21 - Design
CS22 - Sustainable construction
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

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

DM1 - Green infrastructure opportunities
DM2 - Trees and landscaping
DM7 - Noise and light pollution
DM8 - Land contamination and hazards
DM20 - Heritage assets and their settings

Supplementary Planning Documents (SPD's)

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

Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

South East Plan (2009) (saved policy)

NRM6 - Thames Basin Heath Special Protection Areas

Other Material Considerations

Planning Practice Guidance (PPG)
EU Habitats Directive and the UK Habitat Regulations 2010
Community Infrastructure Levy (CIL) Regulations 2010
Listed Buildings & Conservation Areas Act 1990
Thames Basin Heaths Special Protection Area Avoidance Strategy
Circular 06/2005: Biodiversity and Geological Conservation
Historic England - The Setting of Heritage Assets (2015)
WBC - Waste & Recycling Provisions for New Residential Developments
Woking Character Study (2010)
Woking Strategic Flood Risk Assessment (SFRA) (November 2015)
Strategic Housing Market Assessment (SHMA)

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

November 2018

Policy UA22 - Ian Allan Motors, 63-65 High Street, Old Woking, GU22 9LN

PLANNING ISSUES

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1. The main planning considerations in determining this application are:
 - The planning policy context
 - Principle of development
 - Housing mix
 - Design and impact upon the character of the area
 - Heritage
 - Parking, highways implications and alternative modes of travel
 - Impact upon neighbouring amenity
 - Amenities of future occupiers
 - Biodiversity and protected species
 - Arboricultural implications
 - Thames Basin Heaths Special Protection Area (TBH SPA)
 - Affordable housing
 - Energy and water consumption
 - Flooding and water management
 - Contaminationhaving regard to the relevant policies of the Development Plan, other relevant material planning considerations and national planning policy and guidance.

The planning policy context

2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.
3. The Development Plan comprises Saved Policy NRM6 of the South East Plan 2009 (which is relevant to residential development), the policies contained within the Woking Core Strategy (2012) and the Development Management Policies Development Plan Document (DMP DPD) (2016). A number of other Supplementary Planning Documents (SPD's) and Supplementary Planning Guidance (SPG's) are also relevant to the consideration of this application and these generally provide more detailed information on topic based matters.
4. The National Planning Policy Framework ('NPPF') (February 2019) comprises an overarching set of planning policies and details how the Government expects them to be applied. The revised NPPF was published on 19 February 2019 and is a material consideration in the determination of this application. However, the starting point for decision making remains the Development Plan, and the revised NPPF is clear at Paragraph 213 that existing Development Plan policies should not be considered out-of-date simply because they were adopted or made prior to 19 February 2019. The degree to which relevant Development Plan policies are consistent with the revised NPPF has been considered in this instance, and it is concluded that they should be afforded significant weight.
5. The Planning Practice Guidance ('PPG') is a web-based resource and provides detailed Government advice on matters which relate to the operation of the planning system in practice. The guidance in the PPG supports the policies contained within the NPPF.

Principle of development

6. Section 2 of the NPPF states that the purpose of the planning system is to

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contribute to the achievement of sustainable development and, so that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11). Section 2 of the NPPF also sets out that a social objective of the planning system is to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

7. The application site falls within the Urban Area of Old Woking between the Kingfield Local Centre (circa 163 metres to the west) and Old Woking Neighbourhood Centre (circa 341 metres to the east). The NPPF and Policy CS25 of the Woking Core Strategy (2012) promote a presumption in favour of sustainable development. Policy CS10 of the Woking Core Strategy (2012) identifies that the Council will make provision for an additional 4,964 net additional dwellings in the Borough between 2010 and 2027, with an overall affordable housing provision target of 35%. Paragraph 68 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly.
8. The 'Regulation 19' consultation period on the Draft Site Allocations DPD ran from 5 November 2018 to 17 December 2018, and is now closed. The Site Allocations DPD proposes that Ian Allan Motors, 63-65 High Street (within which the application site largely lies) be allocated for residential development, including Affordable Housing. The draft policy, referenced UA22 in the Regulation 19 version, sets out a series of criteria that any redevelopment of the should seek to address.
9. The existing site contains a car sales showroom, with ancillary vehicle workshops, and therefore constitutes a *sui generis* land use. Policy CS15 of the Woking Core Strategy (2012) states that the Council will safeguard land within the employment areas for B Class Uses, except in certain exceptions, and will permit the redevelopment of B Class Use sites elsewhere in the Borough for alternative uses that accord with other policies in the Core Strategy where (i) the existing use of the site causes harm to amenity and/or (ii) it can be demonstrated that the location is unsuitable for the needs of modern business.
10. The site does not fall within a designated Employment Area and does not contain an existing B Class use; the lawful use being *sui generis*. There is therefore no conflict with Policy CS15 in terms of the loss of the existing land use to residential purposes. Notwithstanding this the site has been vacant since the relocation of the former car dealership to a site in Virginia Water in January 2017 and the principle of the redevelopment of the site for residential purposes has previously been accepted by the Local Planning Authority in granting outline planning permission reference PLAN/2017/0153, which remains extant until 20.12.2020.
11. The site is situated within the Urban Area, outside of the 400m (Zone A buffer) of the Thames Basin Heaths Special Protection Area (TBH SPA). The proposed development would make a significant contribution to meeting housing needs for sheltered / supported accommodation needs in the Borough, in particular in relation to assisting with the relocation of tenants impacted by the Sheerwater regeneration programme, and towards the Woking Core Strategy (2012) requirement to provide at least 4,964 dwellings within the Borough between 2010 and 2027, providing 48 net additional dwellings.

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12. Policy CS10 of the Woking Core Strategy (2012) sets an indicative density range of between 30 - 40 dwellings per hectare (dph) for infill development in the rest of the Urban Area (ie. those areas outside of Woking Town Centre, West Byfleet District Centre, Local Centres and Employment Areas and major sites identified within the Core Strategy), as in this instance, although does state, within the policy text, that *“the density ranges set out are indicative and will depend on the nature of the site. Density levels will be influenced by design with the aim to achieve the most efficient use of land. Wherever possible, density should exceed 40 dwellings per hectare and will not be justified at less than 30 dwellings per hectare, unless there are significant constraints on the site or where higher densities cannot be integrated into the existing urban form. Higher densities than these guidelines will be permitted in principle where they can be justified in terms of the sustainability of the location and where the character of an area would not be compromised”*.
13. Delivering an appropriate density of development is essential as it ensures the best and most efficient use of land; delivering higher densities on redevelopment sites ensures that less land is required to meet housing need. Increasing densities also promotes sustainable development as more buildings, residences, shops, and services can be provided closer together for ease of walking, to enable a more efficient use of services and resources.
14. The density of the proposal would be 170 dph (dwellings per hectare) when excluding the carriageways and footways from the site and 108 dph when taking account of the entire red-lined site area. Whilst this is above the indicative density range of 40 dph for infill development in the rest of the Urban Area density itself is not determinative of overdevelopment of the site. Consideration should also be afforded to the result of this density such as how it is manifest in the proposed building heights and the impact upon the character of the area. This will be considered further in later sections of this report.
15. Furthermore the reasoned justification text to Policy CS10 states that *“the locations and proportions of new dwellings listed in the policy are intended to be broad proportions that can be varied in relation to the availability of suitable land for development, so long as the basic relationships in the settlement hierarchy are not undermined”*, that *“the density ranges set out in the policy are not intended to be prescriptive, but a guide to inform development proposals”*, that it is *“important to ensure that a balance is achieved between making efficient use of land and delivering the right type of housing to meet the needs of the whole community”* and that *“the Borough’s Local and Neighbourhood Centres offer community facilities and local services and are within a reasonable distance of the town and district centres via public transport”*.
16. In addition to the factors above the mix of housing proposed is an important consideration, as is the fact that the application site is situated between, and within walking distance of both, the Kingfield Local Centre (circa 163 metres to the west) and the Old Woking Neighbourhood Centre (circa 341 metres to the east). These Local and Neighbourhood Centres offer community facilities and local services and are within a reasonable distance of the town and district centres via public transport.
17. Therefore, subject to the detailed considerations to follow, no ‘in principle’ objection is raised to the proposed residential development quantum.

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Housing mix

18. The proposal would provide age-restricted (55+ years of age) sheltered / supported accommodation. Policy CS13 of the Woking Core Strategy (2012) is titled 'Older people and vulnerable groups' and the first line of the policy states that "*the Council will support the development of specialist accommodation for older people and vulnerable groups*". It is clear that Policy CS13 applies to two broad groups, namely the growing older population and those who may need specialist social support.
19. Each of the 48 proposed units would benefit from self-contained kitchen and bathroom facilities and private living space. The proposal would meet a specific accommodation need of older people to achieve a level of independent living within a sheltered / supported environment and would be a residential facility in between full independent living in conventional housing and a care home. It would cater for a sector of the older population with a specific need and would therefore constitute specialist accommodation for older people to which Policy CS13 is relevant.
20. Policy CS13 of the Woking Core Strategy (2012) states that 50% of new specialist accommodation should have two bedrooms unless the development is entirely for affordable units where a smaller percentage may be more appropriate. Within the application form the applicant has set out that the proposal is entirely for affordable housing (social, affordable or intermediate rent) and therefore Policy CS13 enables the provision of a smaller percentage of two bedroom units if deemed to be appropriate.
21. The proposal would provide 45 one bedroom units (94%) and 3 two bedroom units (6%). The Council's Housing Services have commented that recent experience of allocating to new two bed affordable rent sheltered / supported units has shown that there is likely to be little demand for two bedroom units. Rather the present need is for one bedroom units, in particular those for single occupancy. The Council's Housing Services have also commented that analysis of the Council's Housing Register data also overwhelmingly supports the need for one bedroom units, as opposed to two bedroom units, with 74 persons currently bidding for one bedroom accommodation. Accordingly, the Council's Housing Services support the proposed mix of predominantly one bedroom units (94%), whilst stating that having a small number of 2 bedroom units (6%) will give some flexibility should the need arise for two bedroom units where, either due to health or dependency reasons, more than one bedroom is required for certain applicants.
22. Accordingly, the proposed mix of predominantly one bedroom units (96%) is considered to be acceptable and to comply with Policy CS13 of the Woking Core Strategy (2012), having regard to the fact that the proposal in this instance is entirely for social, affordable or intermediate rent.

Design and impact upon the character of the area

23. Section 12 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and that good design is a key aspect of sustainable development. Policy CS21 of the Woking Core Strategy (2012) states that development should respect and make a positive contribution to the street scene and the character of the area paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.

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24. Policy CS24 of the Woking Core Strategy (2012) states that future development should be well-suited and sensitive to its location to protect the Borough's different character areas, whilst accommodating the change needed to contribute to environmental, social and economic objectives. The Woking Character Study (2010) and SPD Design (2015) also provide design considerations.
25. Old Woking is located to the south-east of Woking Town Centre and was the original Woking village, although the arrival of the railway saw Woking move away from the old village and develop around the railway station. Old Woking grew significantly during the Inter-war and Post World War II period. It was a major area of council housing, which was a new feature of this period. Private development followed in the Inter-war period as farms were sold off to house builders, often creating ribbon developments along new roads. More recent infill development has occurred within Old Woking, with commercial and industrial areas redeveloped as housing, including a large housing development in the north-east of Old Woking which was originally the Hoebridge Works Factory, granted planning permission in 2006.
26. The predominant typology within this area of Old Woking is Inter-war/Immediate post war development. There is also a substantial area of Post War development and some areas of modern infill and redevelopment. There are also large areas of other development, including playing fields, schools, commercial and retail. The buildings along the High Street vary in age. There are several older Pre-Victorian properties, many Late Victorian/Edwardian properties and other residential properties of all the remaining time periods.
27. Housing within the wider Old Woking area is generally red or brown brick and two storeys with the upper storey often rendered or pebble dashed and painted in pale colours, although some properties demonstrate hung tiles. Properties are generally semi-detached or in short terraces of around four houses and roofs are generally brown concrete tiles and pitched. Roads are generally quite wide with verges and footpath on both sides. Properties also have front gardens, often with boundaries marked by low brick walls or hedges. Parking was originally on street and still is in many locations. Some properties, however, have converted front gardens into parking provision.
28. The site is adjacent to a petrol station fronting High Street to the east and spans the area between High Street and Priors Croft, and is entirely hard surfaced where not encompassed by existing buildings. There are two existing buildings on the site (currently in the process of being demolished through benefit of prior approval - demolition) which include a two storey predominantly dual-pitched building towards the High Street frontage which is attached to a shallow dual-pitched building to the rear with a substantial footprint. There is a further dual-pitched building to the north-west section of the site adjacent to the site boundary with Priors Croft. The site was, until January 2017, used as a car sales showroom and the apron of hardstanding was utilised for the external display of cars.
29. The site bounds the street scenes of both High Street and Priors Croft. The southern side of Priors Croft, to the west of the application site, demonstrates intermittent detached two storey dwellings, which have been historically constructed at the terminus of rear gardens of properties fronting High Street. There is no consistent pattern and grain of development to the southern side of Priors Croft, and the existing intermittent dwellings demonstrate some variations

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in architectural approach and are interspersed by the terminus of rear gardens fronting High Street, some of which have been laid to hardstanding and utilised for the provision of car parking. On the southern side of Priors Croft to the east of the application site there are both single storey and two storey dwellings although the greater height of buildings at Westminster Court and Grosvenor Court (both of which have recently been converted from office-to-residential through prior approval) are visible towards the east.

30. The northern side of Priors Croft demonstrates a two storey block of flats with semi-detached pairs of dwellings and terraces of dwellings of a similar form and design. The predominant area to the north contains off-street parking bays laid to tarmac with a large area of open space laid to lawn.
31. The prevailing character to both the northern and southern sides of High Street to the east and west of the application site is of detached and semi-detached two storey dwellings, although there is a sub-station on the southern side of High Street opposite the eastern side of the application site. Immediately adjacent to the application site to the east is a petrol station.
32. The proposal would address both the High Street and Priors Croft site frontages, taking the form of a single building - adopting a broad 'U' shape above ground floor level - which would range in height from a single storey fronting High Street (although set-back) to four storeys, with the fourth floor contained within a 'mansard' style floor, fronting Priors Croft. It is a significant material consideration in determination of the present application that extant PLAN/2017/0153 granted outline planning permission for a building reaching four storeys in height fronting Priors Croft. The principle of development up to four storeys in height on the Priors Croft frontage has therefore been previously established.
33. A single storey element (providing an amenity roof terrace to part of the roof) would be set back from High Street by between approximately 12.6m and 18.0m, behind 10 parking spaces provided on this side of the site. The building line of the single storey element would project only slightly forwards of that of adjacent Hale Lodge (No.61 High Street), which is orientated at a slightly oblique angle. The presence of the adjacent Petrol Station, and the location of the existing buildings on the site, mean that a strong, prevailing building line does not exist on this northern side of High Street.
34. At third floor level the building would be set back by approximately 24.0m from High Street, demonstrating a 'mansard' style floor to this southern section of the western 'wing', which would reflect the form and appearance of the fourth floor of the remainder of the building, which would also demonstrate a 'mansard' style. The four storey element would 'wrap' around to the rear of the adjacent petrol station, being set back by approximately 31.0m from High Street. The remainder of the four storey element would be set back from High Street by between 36.0m and 39.0m. The heights of these respective elements, combined with the retained levels of separation to High Street and the containment of the fourth floor within the 'mansard' style roof, which would serve to reduce the perceived height and bulk of the building both through a differentiation of form and facing material, and are considered to preclude the building from exerting an overbearing, or unduly intrusive, effect upon High Street.
35. It is also proposed to utilise a combination of buff and grey brick to the lower element fronting High Street, which would serve to add visual interest, in addition to the use of projecting and recessed brick details. The use of this dark 'plinth'

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would increase the perception of depth and space whilst also providing a contemporary backdrop for planting.

36. The northern elevation (fronting Priors Croft) would be four storeys in height and present a strong character through the 'mansard' style fourth floor and the consistent emphasis of the glazing and recessed brick panels, which would contain projecting brick as a feature. The elevation would be further articulated through the expression of each vertical set of units through brick recesses containing the rainwater downpipes, with the guttering hidden. The northern elevation would serve to strongly reinforce the Priors Croft street scene and add natural surveillance to what is currently an inactive frontage marked by a concrete panel fence.
37. Generally the fourth floor 'mansard' level would utilise projecting window detailing, the contrast of which against the adjacent roof covering would be strengthened through the use of a differing zinc tone. Decorative Juliet balcony detailing would also serve to add visual interest to the upper levels of the building and depth and shadow would be added through the use of window reveals and recessed and projecting brickwork elements. The curved 'plinth' element, which would wrap around the western side of the building and present to Priors Croft (although set back from the parking in this location), would be finished in darker facing materials, which would serve to visually recess this element. The overall approach to external materiality would be contemporary but with reference within the locality.
38. The proposal would provide a courtyard, a first floor roof terrace, and for a defensible landscape buffer between the northern elevation and Priors Croft. The application has been submitted with detailed hard landscape and planting information (including within the courtyard and roof terrace, and with provision for a 'wildlife garden' to the western side) in order to enhance and soften the appearance of the development. This factor also has to be considered in light of the existing site, which is laid entirely to either building footprints or asphalt and contains no meaningful soft landscaping or variation in hard landscape materials.
39. Whilst it is acknowledged that the northern section of the proposed building would be greater in height than the two storey dwellings on the northern side of this section of Priors Croft it must be borne in mind that there are larger scale buildings a short distance to the east at both Grosvenor Court and Westminster Court, both former office (Class B1(a)) buildings which have been converted to residential use through the prior approval process. The greatest height of the proposal has been restricted to the Priors Croft frontage, which is considered to be less sensitive to change, and less consistent in terms of building scale, height and proportion than that of High Street. Furthermore, it is a significant material consideration that extant PLAN/2017/0153 granted outline planning permission for a building reaching four storeys in height fronting Priors Croft.
40. Additionally, the maximum height above ground level of the proposal (the four storey section fronting Priors Croft) would be approximately 13.2m (excluding roof plant enclosures). For comparison the maximum height of Grosvenor Court (a short distance to the east) is approximately 14.0m. It is considered that the application site is an example of an appropriate site to achieve higher densities than the surrounding area and that this increase in density would be appropriate to the context, with building heights reflecting examples within the local context.
41. Overall it is considered that, although achieving higher densities than prevailing

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within the surrounding area, the proposed development would respect and make a positive contribution to the street scene and the character of the area in accordance with Policies CS21 and CS24 of the Woking Core Strategy (2012), SPD Design (2015) and Section 12 of the NPPF.

Heritage

42. The site is located adjacent to Grade II Statutory Listed Hale Lodge (No.61 High Street) (a designated heritage asset), within an Area of High Archaeological Potential and within close proximity to the Locally Listed Building of Shackelford House (Nos.71-73 High Street) (a non-designated heritage asset). Whilst there are other Statutory Listed Buildings located on the southern side of High Street (Nos.80, 82, 84, 86 and 88 High Street) having regard to the retained level of separation and intervening features (petrol station and High Street carriageway), combined with the scale and form of the proposal, it is not considered that any impact would occur to the setting of Nos.80, 82, 84, 86 and 88 High Street.

43. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that:

in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses

44. Policy CS20 of the Woking Core Strategy (2012) and Policy DM20 of the Development Management Policies DPD (2016) both relate to heritage assets and Policy DM20 states that proposals will be required to preserve and/or enhance the heritage asset, including its setting.

45. The NPPF provides a number of definitions with regard to assessing the impact upon heritage assets:

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

46. Section 16 of the NPPF states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that

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they can be enjoyed for their contribution to the quality of life of existing and future generations. Section 16 of the NPPF, at paragraph 190, sets out that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise, and that they should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

47. Paragraphs 193-202 (inclusive) of the NPPF set out the framework for decision making in planning applications relating to heritage assets and this report takes account of the relevant considerations in these paragraphs.
48. Paragraph 193 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 (and the more important the asset, the greater the weight should be), irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification, stating that substantial harm to, or loss of, inter alia, grade II listed buildings, should be exceptional.
49. Paragraph 196 of the NPPF sets out that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
50. In terms of heritage impacts it is the degree of harm, rather than the scale of development, that must be assessed. Harm may arise from works to the asset itself or from development within its setting. The application proposes no works to heritage assets (with the exception of potential archaeological assets - addressed later within this report) and therefore the only heritage harm that may potentially arise would be as a consequence of development within the setting of adjacent Statutory Grade II listed Hale Lodge (No.61 High Street) and the Locally Listed Building of Shackleford House (No.71 - 73 High Street) to the east.
51. In concluding on the potential effect on the significance of adjacent and nearby heritage assets, it must be borne in mind that setting itself is not a heritage asset, or that it is a heritage designation, rather it is what it contributes to an asset's significance or the ability to appreciate that significance.

Hale Lodge (No.61 High Street)

52. Adjacent Hale Lodge (No.61 High Street) is Grade II Listed (first listed in 1984) and dates from the early 18th Century. The property is two storeys in height and timber framed, with a brick exterior and a plain tiled roof, with a ridge stack to the right. The property demonstrates three casement windows across the first floor, with those in the outer gable front bays under cambered heads. A central 20th Century half glazed door occupies the brick gable porch and the timber frame is exposed in the gable to the rear left.
53. Existing development to the east and west of Hale Lodge post-dates Hale Lodge,

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which dates from the early 18th Century, and has therefore permanently altered the immediate setting of this heritage asset. The existing setting of Hale Lodge also consists of the former, albeit still lawful in planning terms, use of the site for the display and sale of cars, including the external display of cars on the apron of hardstanding immediately adjacent to the common boundary. Therefore it is not considered that the existing setting of Hale Lodge makes a significant contribution to the significance of this heritage asset. Furthermore the site is not considered to have an economic, social or historical relationship with Hale Lodge.

54. However the absence of buildings on the site within close proximity to the common boundary, and the generally low height of existing buildings on the site, permits views of Hale Lodge at oblique angles from High Street and, to a lesser degree, Priors Croft, and does allow, in views from High Street, the form of this heritage asset to be appreciated in some isolation from development to the east, albeit the existing apron of hardstanding and lighting columns do detract from the visual and physical setting of this heritage asset to some degree. Overall therefore, some of the significance of Hale Lodge is derived from the absence of buildings on the application site within close proximity to the common boundary with Hale Lodge, and the generally low height of existing buildings on the application site.
55. The proposed building would be located approximately 3.8m from the common boundary with Hale Lodge at its closest point (excluding the roof terrace escape stair enclosure). It would rise to three storeys in height approximately 7.0m from the common boundary and to four storeys approximately 9.8m from the common boundary. Whilst the 'mansard' style form of the third and fourth storeys would serve to reduce the perceived scale and mass of the building (through 'lightening' this fourth floor) the resulting building would nonetheless appear prominently in close context with Hale Lodge in views achieved from High Street (particularly when travelling eastwards along High Street and in views directly from the south) and Priors Croft. Whilst the proposed building would not significantly screen oblique views of Hale Lodge when travelling westwards along High Street its presence would nonetheless be readily apparent in such views.
56. Whilst this is the case the replacement of the existing car showroom and garage use with a more benign (in potential noise, movement etc. terms) residential use would represent an improvement to the setting of Hale Lodge, in land use terms, in comparison to the existing situation.
57. Within a recent appeal decision dated 14 May 2019, on an unrelated site outside of the Borough, (Ref: APP/P0119/W/17/3189592) an Inspector stated that "*whilst at times the exercise of identifying the degree of harm within the category of less than substantial harm can appear like trying to count how many angels can dance on the head of a pin, it does have value when applying the statutory duty and Framework paragraphs 193, 194 and 196*".
58. Whilst there would be visual and physical harm to the setting of Hale Lodge, as a result of the scale, bulk and close proximity of the proposed building, it is considered that the proposal would result in less than substantial harm, in the middle of the lower end of that scale, to the significance of the designated heritage asset of Hale Lodge. This less than substantial harm should nonetheless be afforded great weight in line with Paragraph 193 of the NPPF, although should be weighed against the public benefits of the proposal, including the benefit of providing housing, in line with Paragraph 196 of the NPPF. The

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provision of 48 units to the housing stock within the Borough represents a public benefit of the proposal. That 100% of these 48 units would constitute affordable housing (social, affordable or intermediate rent) represents a significant public benefit of the proposal. The less than substantial harm to the significance of the designated heritage asset of Hale Lodge will therefore be weighed against the public benefits of the proposal in the planning balance at the conclusion of this report.

Shackleford House (No.71 - 73 High Street):

59. Shackleford House (No.71 - 73 High Street) is Locally Listed, as a Building of Architectural Significance, (being a non-designated heritage asset) and is situated to the east of the adjacent petrol station (towards the south of the site). The Local Listing of Shackleford House as a Building of Architectural Significance indicates that it is the architectural significance, as opposed to townscape significance, which forms the significance of this building. This factor heavily reduces the significance which the setting of Shackleford House makes to the Locally Listed status of this building. Furthermore the site is considered to have no economic, social or historical relationship with Shackleford House and the visual and physical relationship between the two is heavily reduced, in views from High Street, by the intervening petrol station, and somewhat reduced, in views from Priors Croft, by the extent to which the building of Shackleford House is set back from the Priors Croft carriageway.
60. Paragraph 197 of the NPPF sets out that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application and that, in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
61. The proposed development would not directly affect the non-designated heritage asset of Shackleford House however the proposed building would affect the setting (an indirect affect) of Shackleford House, being readily apparent in close proximity to the rear (north) elevation of Shackleford House when viewed from Priors Croft. Furthermore the scale, form and siting of the proposal would result in the proposed building being apparent above the roof profile of Shackleford House, albeit at some distance, when viewed obliquely travelling westwards along High Street. Taking the preceding into account, and having regard to the scale of any harm to the significance of the heritage asset in line with Paragraph 197 of the NPPF, the proposed building would result in less than substantial harm to the significance of Shackleford House at the lowest end of the scale.

Archaeology

62. Paragraph 189 of the NPPF requires that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
63. The site falls within an Area of High Archaeological Potential (AHAP), as illustrated on the Proposals Map. Section 16 of the NPPF places the conservation of archaeological interest as a material planning consideration. Policy CS20 of the Woking Core Strategy (2012) states that:

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Within Areas of High Archaeological Potential (as illustrated on the Proposals Map), development will not be permitted unless the following are satisfied:

- *Submission of an archaeological assessment of the site.*
 - *Where archaeological importance of the site has been identified, a programme setting out a full archaeological survey of the site has been submitted and agreed with the Council.*
64. A Written Scheme of Investigation: Archaeological Evaluation by the Archaeology Collective has been submitted with the application, which sets out a fieldwork methodology, including x5 trial trenches. The County Archaeologist comments that the submitted Written Scheme of Investigation accords with relevant standards and guidance. Therefore no objection is raised subject to compliance with this submitted report, which can be secured via recommended condition 41. Subject to this recommended condition the impact upon archaeology is considered to be acceptable and to accord with Policy CS20 and the NPPF.

Parking, highways implications and alternative modes of travel

65. The NPPF (Section 9) promotes sustainable transport. Paragraph 108 states that, in assessing specific applications for development it should be ensured that, inter alia, appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location, and that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
66. Paragraph 109 of the NPPF sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy CS18 of the Woking Core Strategy (2012) aims to locate most new development within the main urban areas, served by a range of sustainable transport modes, such as public transport, walking and cycling.

Alterations to vehicular access/egress

67. The site is bound to the north by Priors Court and south by High Street and has historically operated as a car showroom and sales site, although been vacant since early 2017. As part of this former operation, the main vehicular access for the site was afforded onto High Street, although additional accesses were afforded onto Priors Croft, providing access to the workshop areas located towards the northern boundary.
68. High Street is a two-way single carriageway road which is subject to a 30mph speed limit and benefits from a number of retail facilities and bus stops located within 400m of the site. Priors Croft is a residential no-through road with 30mph speed restrictions and informal on-street parking in the vicinity of the site.
69. As part of the proposal the main vehicular crossover onto High Street would be retained to perform as the main access for the site and a new vehicular crossover, towards the north-western corner of the site, would be implemented onto Priors Croft to serve four parking spaces and facilitate bin collection. The

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footway along the northern boundary (on Priors Croft) would also be reinstated as part of the formal works required to implement the proposed new access to bring it up to a full height kerb.

Car parking

70. The application has been submitted with a Transport Statement ('TS'). The submitted TS states that the site would accommodate residents over the age of 55 (recommended condition 34 refers), including communal dining and recreation facilities and that each unit includes sufficient space to store a mobility scooter within the living room area.
71. The scheme proposes 14 parking spaces, which equates to a car parking availability level of 0.29 spaces per unit. SPD Parking Standards (2018) requires either a maximum of 1 car parking space per 1 or 2 bed self-contained unit, or individual assessment, for sheltered accommodation, as proposed in this instance.
72. The submitted TS sets out that sheltered / supported housing sites have been selected from the TRICS database to identify an individual assessment and that a review of the parking accumulation information supplied for the TRICS sites suggests that parking provision of between 0.24 and 0.43 spaces per unit is acceptable for a sheltered housing land use in a location such as this, with none of the TRICS survey sites reaching full capacity (between 07:00-19:00 hours) on the day of the surveys.
73. Furthermore, in the specific circumstances of this case, in which the proposal will consist of 100% social, affordable or intermediate rent units, the Council has the capability to allocate tenants to the scheme who have either no, or reduced reliance, upon the private car for transport. Notwithstanding this the local highway network (Priors Croft) appears capable of accommodating additional parking on street if required during the working day. A swept path assessment of a selection of the parking spaces has been submitted as part of the TS, which confirm that the layout of the parking spaces is acceptable. The proposed level of car parking is considered to have been justified as being appropriate and can be secured via recommended condition 12.
74. Given the individual justification, which is based on the age profile of future occupiers, within the TS for the level of car parking provision proposed, it is considered necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development, to secure age occupancy restrictions, through recommended condition 34.
75. The proposal includes 5 disabled parking bays (36%) and 3 EV ('Electric Vehicle') charging points (21%), the provision of which can be secured via recommended condition 14.

Cycle parking

76. SPD Parking Standards (2018) sets out that the provision of good quality cycle parking supports cycling as a means of transport. The particular circumstances of this case are not considered to be encompassed within table 4.6 of the SPD because the units provided would not fall within the definition of "C3 Dwelling houses (family houses, up to 6 residents living as a single household, including

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where care is provided)” due to the age restricted nature (55+ years) of occupancy, the health characteristics of likely tenants, and that the 45 one bedroom units are likely to be within single occupancy, in which the potential provision of two cycle spaces per unit would be unrealistic, inefficient in land use terms and fail to serve a valuable purpose.

77. Whilst the use within table 4.6 of the SPD which the present proposal would be closest to is considered to be “*Care homes/Nursing homes*”, in which individual assessment is required, it would also not fall squarely within this definition. It is therefore considered the most relevant use within table 4.6 of the SPD is “*Sui generis and all other uses not mentioned above*”, in which individual assessment is required.
78. The TS states that, using statistics provided by the DfT from 2016/17, nationally 15.7% of those aged 55-64, 10.5% of those aged 65-74, 5.4% of those aged 75-84 and 2.3% of those aged 85+ undertake at least 1 trip per month by cycle; therefore these individuals require access to cycle parking. The TS sets out that, based on the anticipated 51 residents, this data would support provision of 8 cycle parking spaces (15.7%).
79. However, the TS also notes that in Woking Borough the proportion of individuals undertaking at least 1 cycle trip per month is 24.4% of the local population, which would support provision for 12 cycle parking spaces for the anticipated 51 residents. For robustness, it is therefore proposed that secure, sheltered cycle parking is provided on-site for 14 cycles, stating that the use of this area will be regularly reviewed to understand demand and, should it be found that demand regularly exceeds supply, then the operators of the site (in this instance Woking Borough Council or one of its agents) will investigate the feasibility of securing additional provision. The proposed level of cycle parking is therefore considered to have been justified as being appropriate and can be secured through recommended condition 15.
80. Given the individual justification, which is based on the age profile of future occupiers, within the TS for the level of cycle parking provision proposed, it is considered necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development, to secure age occupancy restrictions, through recommended condition 34.

Alternative modes of travel

Walking

81. It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Wide and well-lit footways are located on both sides of High Street, providing access to the retail facilities and local bus stops situated on High Street.
82. To the west of the site there are tactile paving crossing points located at the Shackleford Road junction and a pelican crossing facility circa 5m further east of this junction, providing access to the Shackleford Road bus stops. A central pedestrian refuge and dropped kerbs with tactile paving are also afforded at the Kingsfield Road/Vicarage Road/High Street roundabout junction approximately 350 metres west of the site on Kingfield Road that would enable staff and

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residents of the site to access the Sainsbury's Local and the Vicarage Road bus stops beyond. To the east of the site a pedestrian refuge is located on High Street circa 200m from the site.

Cycling

83. The closest cycle infrastructure to the site is National Cycle Route (NCR) 223, which is located approximately 1 kilometre to the west of the site. This is a long-distance cycle route connecting Chertsey and Shoreham-On-Sea. Local towns such as Woking and Guildford can also be accessed via NCR223. NCR221 also operates through Woking Town Centre, approximately 3 kilometres to the north of the site. NCR221 provides a route between West Byfleet and Brookwood along the Basingstoke Canal which passes close to Woking Town Centre.

Bus

84. The nearest bus stops to the site are approximately 140 metres (a 2-minute walk) east of the site on High Street and are known as the 'Crown and Anchor' bus stops. Bus services 462 and 463 are accessible from these stops which provide routes between Woking and Guildford. Both of these bus stops are flag and pole bus stops displaying timetable information. In addition, 250m west of the site on High Street are the Shackleford Road bus stops, which are also served by these bus services. These stops include bus shelters, timetable information and are supported by a pelican crossing facility. Further bus stops are located approximately 500 metres (6-7 minutes' walk) west of the site on Vicarage Road. Here the bus service known as 'Max 34' can be accessed which offers a 30-minute frequency service towards Woking Town Centre and the railway station.
85. It should be noted that subsequently withdrawn application reference PLAN/2018/0708 included investigations into the potential provision of a pedestrian island/refuge on High Street, circa 45m east of the site, in order to improve pedestrian access from the site to the 'Crown and Anchor' bus stops. The proposal was assessed as part of a Stage 1 Road Safety Audit which highlighted a number of issues regarding pedestrian visibility due to unrestricted on-street parking along the southern section of High Street. Whilst the Designers Response outlined how these issues would be overcome Surrey County Council (SCC) (the relevant highway authority) advised that the proposed solutions would "*eliminate a length of much needed on-street parking*" and that the reduction in carriageway width to 3.2m "*is going to be quite tight for any HGV on the A247*". Therefore, SCC decided not to progress with the proposed pedestrian crossing.

Dial-A-Ride Services

86. The TS sets out that for residents that cannot access buses that circulate on the local highway network (operated by White Bus / Arriva Kent and Surrey), Dial-A-Ride services can be utilised which provide flexible transport for residents with reduced mobility. Residents of the proposed development would also have access to the Council's Dial- A-Ride services. This includes WBC's Bustler Bus, which operates services between 09:00-16:30 Monday to Friday and 09:00-13.30 Saturdays (times refer to first and last pick up). Bustler takes individuals or groups anywhere within Woking Borough, including into Woking Town Centre, to visit friends, relatives, or one of the many leisure facilities. The service has also been extended to cover St Peters, Royal Surrey County and Ashford hospitals. Individuals must register and then book at least the day before to use

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the service.

Rail

87. Woking railway station is the closest railway station to the site, located within Woking Town Centre. As previously set out, bus services 'Max 34' and 463 provide access to Woking railway station from the site. Woking railway station provides access to a wide range of high-frequency South Western Railway services to various local and regional destinations, including fast, direct services to Clapham Junction and London Waterloo and destinations including Guildford, Surbiton, Weybridge, Alton and Portsmouth Harbour.
88. Overall the site is well connected in terms of access to the wider highway network as well as for providing opportunities for travel by a range of alternative modes to the private car. In addition, prospective residents of the site would be able to access a number of local services, as needed. There is not a significant accident issue locally and prospective residents of the site would be able to access a number of local services, as needed. It is therefore considered that the proposals fully accord with Policy CS18 of the Woking Core Strategy (2012) and the NPPF.

Highway trip generation

89. The submitted TS states that the site would accommodate residents over the age of 55 and that the operation of the development is such that the site would not provide 24hr medical support on site, although carers would visit residents to meet their medical needs. The TS states that the development is expected to offer regular visits from hairdressers (twice a week), opticians (every 6 months) and chiropodists (monthly) as part of the services offered to residents.
90. Whilst the site has been vacant for some time, it had a previous land use as a car showroom and workshop/MOT centre. This use of the site has been reviewed within the TS to understand how the site previously operated, including the use of the access onto High Street. To enable an assessment of the historic operation of the site, a TRICS assessment has been undertaken for a car showroom use with criteria comparable to the site; on the basis of these TRICS outputs the historic operation of the site is anticipated to have generated 11 two-way vehicle movements during the AM peak hour (08:00-09:00), 8 two-way vehicle movements during the PM peak hour (17:00-18:00) and a total of 114 two-way vehicle movements over the course of a typical day (07:00-19:00).
91. Again utilising TRICS outputs the extant outline planning permission at the site (Ref: PLAN/2017/0153) is anticipated to have the potential to generate 10 two-way vehicle movements during both the AM (08:00-09:00) and PM (17:00-18:00) peak hours and a total of 94 two-way vehicle movements over the course of a typical day (07:00-19:00). It is of note that these vehicle movements were to all be accommodated onto Priors Croft, in contrast to the historic operation of the site and the proposed scheme which both utilise High Street as their main vehicular access.
92. Utilising TRICS outputs the submitted TS sets out that the proposal would be expected to generate 6 two-way vehicle movements during the AM peak hour (08:00-09:00), 8 two-way vehicle movements during the PM peak hour (17:00-18:00) and a total of 99 two-way vehicle movements over the course of a typical day (07:00-19:00). Overall therefore the historic and proposed operation of the site are relatively comparable, in terms of traffic generation, and the proposal is

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accordingly not considered to result in a significant impact on the highway network in terms of capacity and congestion.

93. Furthermore the submitted TS sets out that the extant outline planning permission at the site (Ref: PLAN/2017/0153) would have had the potential to generate more peak hour vehicle movements, at a point when the highway network is operating under greatest pressure, than the present proposal.

Servicing trips

94. In relation to refuse / recycling collection, the proposed scheme includes two bin stores. The kitchen waste store would be located towards the front of the site and would be accessed from High Street. Refuse vehicles would turn and egress the site in a forward gear via this access, as shown on swept path drawings within the TS. The second bin store would be located towards the north-western corner of the site and can be serviced either on-street from Priors Croft or via the northern access, as shown on swept path drawings within the TS.
95. Whilst an ambulance would locate themselves wherever necessary to service the site in an emergency situation, there would be sufficient room within the main parking area fronting High Street, for an ambulance to pull up opposite the access and for cars to continue to be able to access parking bays and turn within the site. The TS indicates the swept path of an ambulance and hearse accessing and egressing the site from the northern access onto Priors Croft.
96. Access by minibuses and Dial-A-Ride vehicles would also be accommodated via the High Street access, in a similar way to that proposed for an ambulance. Pick-up and drop-off's made by taxi can also be accommodated within the existing on-street car parking areas, however there are also safe locations on Priors Croft where this activity could take place.

Travel Plan

97. The application has been submitted with a Travel Plan Statement ('TPS') (dated February 2019), which outlines the opportunities for sustainable travel to/from the site as well as highlighting the benefits that sustainable travel can bring. This TPS targets residents, staff and regular visitors to the site, such as carers, and seeks to encourage and promote alternative travel options to the use of the private car through a strategy of appropriate measures and initiatives to be implemented should planning permission be granted.
98. The TPS sets out that the operation of the development is such that the site would not provide 24hr medical support on site, although carers would visit residents to meet their individual medical needs.
99. The TPS sets out that due to the age of residents, it is noted that facilities such as cycle parking and the promotion of walking routes may not be wholly suitable, however staff and carers may still benefit from these initiatives. The following combination of 'hard' infrastructural and 'soft' information-led measures to encourage all users of the site to reduce their dependency on the private car are proposed:

'Hard' measures

- Electric Vehicle Charging Points

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- Cycle Parking and Facilities

'Soft' measures

- Travel Information

100. The implementation of the TPS can be secured through recommended condition 16.

Impact upon neighbouring amenity

101. Policy CS21 of the Woking Core Strategy (2012) advises that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impact in terms of loss of privacy, loss of daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. Detailed guidance on assessing neighbouring amenity impacts is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

Daylight impacts

102. The impact of the proposed development upon nearby residential properties has been assessed by the applicant within a Daylight and Sunlight Study by Right of Light Consulting (dated 5 March 2019) carried out in compliance with the methodology outlined within the Building Research Establishment (BRE) Guide 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)', a recognised industry tool for assessing these effects (hereafter referred to as the BRE Guide). The BRE guide is however a guide and compliance is not mandatory, since the actual effect can be influenced by other factors. The BRE Guide is referred to within SPD Outlook, Amenity, Privacy and Daylight (2008).

103. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that advice given is not mandatory and the BRE Guide should not be seen as an instrument of planning policy; the (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout and design. The BRE Guide also sets out that in special circumstances the developer or Local Planning Authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

104. Rooms in adjoining or nearby housing where daylight is required include living rooms, kitchens and bedrooms. Windows to bathrooms, toilets, storerooms, circulation areas and garages need not be analysed as daylight is not required to these rooms. Vertical Sky Component ('VSC') and Daylight Distribution ('DD') are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.

Vertical Sky Component (VSC)

105. Vertical Sky Component ('VSC') quantifies the amount of skylight falling on a vertical wall or window, measured on the outer pane of the window. According to the BRE Guide if the VSC is greater than 27% then enough skylight should still be reaching the window of the existing building. If the VSC, with the new

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development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight. The maximum VSC value obtainable at a flat window in a vertical wall is effectively 40%. Clearly 'noticeable' is a different test than that set out within Policy CS21 of the Woking Core Strategy (2012), which refers to 'significant' harm rather than a 'noticeable' effect.

Daylight Distribution (DD)

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

Sunlight impacts

Sunlight impact to windows

107. Unlike daylight, which is non-directional and assumes that light from the sky is uniform, the availability of sunlight is dependent on the orientation of the window, or area of ground, being assessed relative to the position of due south. The BRE guide recommends that all main living rooms facing within 90° of due south (ie. facing from 90° to 270°) should be checked for potential loss of sunlight. Kitchens and bedrooms are less important.
108. The BRE Guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours (APSH), or less than 5% of APSH between 21 September and 21 March (for ease of reference this period is referred to as 'winter months') and receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of APSH. In this context 'Probable sunlight hours' means the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness for the location in question.

Overshadowing to gardens and open spaces

109. The BRE Guide sets out that the availability of sunlight should be checked for all open spaces where sunlight is required, including gardens and sitting out areas (such as those between non-domestic buildings and in public squares) and recommends that at least 50% of the area should receive at least two hours of sunlight on 21st March, stating that, if, as a result of a new development, an existing garden or amenity area does not meet the 50% criteria, and the area which can receive two hours of sunlight on 21st March is less than 0.8 times its

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former value (ie. a greater than 20% reduction), then the loss of sunlight is likely to be noticeable.

110. The key residential properties to assess are Copthorne (No.58 Priors Croft), Hale Lodge (No.61 High Street), Shackleford House (No.71 - 73 High Street) and properties on the opposing northern side of Priors Croft and southern side of High Street.

Copthorne (No.58 Priors Croft):

111. Copthorne (No.58 Priors Croft), is a detached two storey dwelling situated to the west. The proposed building would be situated to the east, and south-east, of Copthorne and the four storey element would vary in separation to the common boundary between approximately 13.0m and 9.0m, although it should be noted that the 9.0m separation would occur towards the less sensitive terminus of the rear garden of Copthorne. The closest, lower 'plinth' element of the building (finished in a grey brick), would be located between approximately 4.1m and 3.9m from the common boundary, terminating in a height which would vary between approximately 4.5m and 4.6m (although the plant screen enclosure would project a further 1.9m above these heights).
112. Whilst the proposed building would be readily apparent from openings within the side and rear elevations, and from within the rear garden area, of Copthorne it is considered that the retained levels of separation to the common boundary, combined with the staggered heights, the 'mansard' style form of the fourth floor, and the oblique relationship between the proposed building and Copthorne, would preclude a significantly harmful overbearing effect to Copthorne, by reason of bulk, proximity or loss of outlook.
113. In terms of privacy, the four storey element within the western (side) elevation of the proposed building (serving the circulation space) would be formed of a combination of glazing (clear), look-a-like-glass infill panels and obscure glazing, which have been arranged in a manner which would preclude views being readily achieved westwards towards Copthorne. This is because the arrangement is such that the clear glazed panels would be located at either high or low levels to preclude views outwards whilst still allowing daylight and sunlight to penetrate into the circulation space (recommended condition 37 refers). Whilst two windows would occur at second and third floor levels within the west-facing elevation these windows would serve 'stair 01' and therefore persons are unlikely to linger at these windows so as to cause a significantly harmful loss of privacy to Copthorne. A further west-facing window would occur at third floor level, serving the kitchen area within 'flat 48'. This kitchen area forms part of the open-plan living space within this unit, which would benefit from additional outlook, daylight and sunlight from openings within the eastern and southern elevations. Taking this into account, it is considered reasonable and necessary to recommend a condition securing the obscure-glazing and high-level opening only of this window in order to any significantly harmful loss of privacy to Copthorne (recommended condition 36 refers).
114. The submitted Daylight and Sunlight Study demonstrates that all relevant windows within Copthorne would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight. The Study also demonstrates that all relevant rooms would experience no 'no sky line' (NSL) reductions of less than 0.8 times their former

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values (ie. would sustain NSL reductions of less than 20%), such that occupants are unlikely to notice a reduction in daylighting distribution within relevant rooms. The Study demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant windows, or to the rear garden area.

Hale Lodge (No.61 High Street):

115. Hale Lodge is situated to the west and is a two storey detached dwelling. The proposed building would be situated to the east, and north-east, of Hale Lodge and the four storey element would be located approximately 9.8m away from the common boundary at its closest point, although it should be noted that this separation would occur towards the less sensitive terminus of the rear garden of Hale Lodge. The three storey element would be located between approximately 7.4m and 7.0m away from the common boundary at its closest point. The closest, lower 'plinth' element of the building (finished in a grey brick), would be located approximately 3.9m from the common boundary (excluding the roof terrace escape stair enclosure), terminating in an approximate 4.5m height (although for a section opposite the terminus of the rear garden of Hale Lodge the plant screen enclosure would project a further 1.9m above this height).
116. Whilst the proposed building would be readily apparent from openings within the rear elevation, and from within the rear garden area, of Hale Lodge it is considered that the retained levels of separation to the common boundary, combined with the staggered heights, the 'mansard' style form of the fourth floor, and the oblique relationship between the proposed building and Hale Lodge, would preclude a significantly harmful overbearing effect to Hale Lodge, by reason of bulk, proximity or loss of outlook.
117. In terms of privacy, whilst two windows would occur at second and third floor levels within the west-facing elevation these windows would serve 'stair 01' and therefore persons are unlikely to linger at these windows so as to cause a significantly harmful loss of privacy to Hale Lodge. It should also be noted that these windows would not occur directly opposite the rear garden area of Hale Lodge. A further west-facing window would occur at third floor level, serving the kitchen area within 'flat 48'. This kitchen area forms part of the open-plan living space within this unit, which would benefit from additional outlook, daylight and sunlight from openings within the eastern and southern elevations. Taking this into account, it is considered reasonable and necessary to recommend a condition securing the obscure-glazing and high-level opening only of this window in order to preclude any significantly harmful loss of privacy to Hale Lodge (recommended condition 36 refers). Whilst windows at second, third and fourth floor levels within the southern elevation of the western 'wing' would face southwards, the combination of distance, and the oblique relationship between these openings and Hale Lodge, are considered sufficient to avoid a significantly harmful loss of privacy to Hale Lodge.
118. The roof terrace escape stair incurs within close proximity to the common boundary however the proposed site plan annotates a "*wire mesh climbing plant support structure screening the roof terrace escape stair*"; the provision of such would preclude overlooking from this stair towards Hale Lodge, although it is acknowledged that this stair would appear not to be in regular use. Further details of this can be secured through recommended condition 38.
119. The submitted Daylight and Sunlight Study demonstrates that all relevant

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windows within Hale Lodge would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight. The Study demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant windows, or to the rear garden area.

Shackleford House (No.71 - 73 High Street):

120. Shackleford House (No.71 - 73 High Street) contains 6 flats across two storeys (PP Ref: 83/1066) and consists of a central, southerly, two storey building fronting High Street with a rear projection on the western side. The central two storey building (fronting High Street) contains 2 flats (1 at ground and 1 at first floors) with openings facing towards the south and north. The part two storey, part single storey rear projection extends along part of the western boundary to within approximately 19.0m of Priors Croft. This western projection contains 2 flats, with the more northerly flat wholly at ground floor level, and the more southerly flat set across ground and first floor levels. Openings within this western projection face towards the east with the exception of a single north-facing ground floor window which is shown within the approved plans of 83/1066 to serve as secondary aspect to a living room (which also benefits from an east-facing window).
121. Additionally a detached two storey building extends along part of the eastern boundary of Shackleford House, containing 2 flats; 1 at ground and 1 at first floor levels. Openings within this detached building face south (although these are non-habitable spaces), west and north. The area to the north of the buildings at Shackleford House (between the buildings and Priors Croft) is laid predominantly to gravel and predominantly utilised for parking purposes, being accessed from Priors Croft. The northern boundary with Priors Croft is demarcated by a brick wall with a central 'railing' style gate. The common boundary with the site is demarcated by a brick wall. It is also a material consideration that the buildings (as opposed to the land) at Shackleford House do not bound the application site, but rather bound the adjacent petrol station.
122. The proposed building would be sited to the west, and north-west, of Shackleford House and the four storey element would vary in separation to the common boundary between approximately 8.6m, 6.4m and 2.8m, although it should be noted that the closest 2.8m separation would occur at the Priors Croft boundary of Shackleford House, which is marked by a brick wall and gates. At the closest point to the closest element of Shackleford House the proposed building would retain approximately 8.6m to the common boundary.
123. Whilst the proposed building would be readily apparent from openings within the north and west elevations, and from within the area to the north of the buildings, of Shackleford House it is considered that the retained levels of separation to the common boundary, the 'mansard' style form of the fourth floor, and the slightly offset nature of the buildings at Shackleford House in comparison to the site, would preclude a significantly harmful overbearing effect to Shackleford House, by reason of bulk, proximity or loss of outlook.
124. In terms of privacy, the western elevation of the closest building at Shackleford House (including the rear projection to the western side) does not contain any openings. The retained separation distance between the closest windows within the eastern elevation of the proposed building and the west-facing windows

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within the detached building to the eastern side of Shackelford House would amount to approximately 19.0m, with approximately 21.0m retained to the windows within the northern elevation of the detached building to the eastern side of Shackelford House. Whilst SPD Outlook, Amenity, Privacy and Daylight (2008) does not cater for this specific scenario (within appendix 1) it sets out a recommended minimum separation distance of 15.0m for achieving privacy in three and over storey front or back to boundary/flank relationships, which is considered to be the most applicable to this scenario.

125. On this basis it is therefore considered that no significantly harmful loss of privacy will occur to flats within the two storey detached building to the eastern side of Shackelford House. Approximately 10.0m separation would be retained between the closest windows within the eastern elevation of the proposed building and the north-facing window within the single storey rear projection which extends along part of the western boundary of Shackelford House. This close relationship is considered to give rise to some loss of privacy to this window, notwithstanding that this ground floor window is shown within the approved plans of 83/1066 to serve as secondary aspect to a living room (which also benefits from an east-facing window). This matter will be weighed in the planning balance at the conclusion of this report.
126. The four storey element within the eastern (side) elevation of the proposed building (serving the circulation space) would be formed of a combination of glazing (clear), look-a-like-glass infill panels and obscure glazing, which have been arranged in a manner which would preclude views being readily achieved westwards towards Shackelford House. This is because the arrangement is such that the clear glazed panels would be located at either high or low levels to preclude views outwards whilst still allowing daylight and sunlight to penetrate into the circulation space (recommended condition 37 refers). Whilst further windows would occur within the eastern (side) elevation of the proposed building these windows would be located further northwards within this elevation than the windows previously discussed and would therefore occur towards the Priors Croft boundary of Shackelford House, which is marked by brick wall and gates.
127. The submitted Daylight and Sunlight Study demonstrates that all relevant windows within Shackelford House would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight, with the exception of Window 111. However Window 111 serves a secondary function and therefore, whilst a noticeable loss of skylight would occur to this particular window, a significantly harmful loss of skylight would not occur to this room overall when all windows serving this room are considered cumulatively. The Study demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant windows, or to the rear garden area.

Properties north of Priors Croft:

128. Properties on the northern side of Priors Croft are two storey in scale and generally sited at an oblique angle, with facing elevations facing towards the south-east. At the closest point the proposed building would retain approximately 18.0m separation from properties north of Priors Croft (in that instance from No.33 Priors Croft). This retained level of separation would exceed the maximum height of the building (approximately 13.2m excluding the roof plant enclosures) and therefore is not considered to result in any significantly harmful overbearing

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effect by reason of bulk, proximity or loss of outlook to properties north of Priors Croft.

129. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out a recommended minimum separation distance of 15.0m for achieving privacy in three and over storey front to front elevation relationships. The retained approximate 18.0m separation (at its closest point) would exceed this requirement and therefore no significantly harmful loss of privacy is considered to arise to properties north of Priors Croft, with the obliquely angled nature of this properties in relation to the proposed building also further serving to mitigate any potential overlooking.
130. The submitted Daylight and Sunlight Study demonstrates that all relevant windows within all relevant properties north of Priors Croft (for the avoidance of any doubt this includes Nos.23-28, No.33, No.34, No.35, No.36, No.85, No.86, No.88 Priors Croft) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight. The Study also demonstrates that all relevant rooms within No.33, No.34 and No.88 Priors Croft (those for which NSL has been assessed) would experience no 'no sky line' (NSL) reductions of less than 0.8 times their former values (ie. would sustain NSL reductions of less than 20%), such that occupants are unlikely to notice a reduction in daylighting distribution within relevant rooms. The Study demonstrates that no adverse loss of sunlight (as defined within the BRE Guide) would be sustained to any relevant windows within all properties north of Priors Croft (for the avoidance of any doubt this includes Nos.23-28, No.33, No.34, No.35, No.36, No.85, No.86, No.88 Priors Croft), or to their relevant garden areas.

Properties south of High Street:

131. Properties on the southern side of High Street are two storey in scale and orientated with their facing elevations facing north towards the site. At the closest point, at which it would be single storey in scale, the proposed building would retain approximately 29.0m separation from properties south of High Street (in that instance from Nos.66 and 68 High Street). At three storey level and above the proposed building would retain in excess of 38.0m separation from properties south of High Street (in that instance from No.66 High Street). Having regard to these retained levels of separation, combined with the staggered heights of the respective elements of the building the proposal is not considered to result in any significantly harmful overbearing effect to properties south of High Street by reason of bulk, proximity or loss of outlook.
132. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out a recommended minimum separation distance of 15.0m for achieving privacy in three and over storey front to front elevation relationships. Above single storey level the retained approximate 38.0m separation (at its closest point) would exceed this requirement and therefore no significantly harmful loss of privacy is considered to arise to properties south of High Street. Whilst a roof terrace would be provided atop the single storey element of the building this would remain approximately 29.0m from the front elevations of properties south of High Street, and would demonstrate an 'across the street' relationship with these properties, such that this element is not considered to give rise to a significantly harmful loss of privacy, or noise, to these properties.
133. The submitted Daylight and Sunlight Study demonstrates that all relevant

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windows within all relevant properties south of High Street (for the avoidance of any doubt this includes No.68, No.66, No.64 High Street) would either retain VSC of 27% or greater, or of not less than 0.8 times their former values (ie. would sustain VSC reductions of less than 20%), such that occupants are unlikely to notice the reduction in the amount of skylight. The Study also demonstrates that all relevant rooms within No.68 High Street (that assessed for NSL) would experience no 'no sky line' (NSL) reductions of less than 0.8 times their former values (ie. would sustain NSL reductions of less than 20%), such that occupants are unlikely to notice a reduction in daylighting distribution within relevant rooms. Sunlight impacts are not relevant to these properties due to the location of the site to the north of these properties.

Amenities of future occupiers

134. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out that suitable daylight to new dwellings is achieved where an unobstructed vertical angle of 25° can be drawn from a point taken 2 metres above floor level of the fenestrated elevation. This 25° angle test is passed by the units located on the exterior of the proposed building, facing east and north, such that sufficient daylight would be achieved to these units. The units located on the exterior of the proposal would also achieve good levels of outlook.
135. Some of the units would face into the courtyard, facing south, east and west respectively. In excess of 24.0m separation would be retained between the facing (east and west) courtyard elevations such that sufficient levels of privacy would be maintained between these facing units, having regard to the part three storey, part four storey height of these facing courtyard elevations. The 25° angle test would also be passed such that the courtyard facing units, including those south-facing units, would receive suitable daylight. The retained 24.0m+ separation would also exceed the height of the (east and west) facing courtyard elevations such that good levels of outlook, and no harmful overbearing effect, would be achieved to these units.
136. Whilst not locally adopted the Technical housing standards - nationally described space standard (March 2015) recommends minimum gross internal floor areas of 37 sq.m for 1b1p 1 storey dwellings (where a shower is provided instead of a bath, as in this case) and of 61 sq.m for 2b3p 1 storey dwellings. 45 units would provide one bedroom and measure 50 sq.m in gross floor space. 3 units would provide two bedrooms and measure 61 sq.m in gross floor space. All of the proposed units would therefore exceed, or at least comply with, the relevant space standard and are therefore considered to provide a good standard of accommodation for future occupiers.
137. SPD Outlook, Amenity, Privacy and Daylight (2008) sets out that dwellings specifically designed not to be used for family accommodation do not require any specific area to be set aside as private amenity space and that this would apply to one and two bedroom flats and any other form of dwelling less than 65 sq.m floorspace together with specified forms of non-family tenure such as retirement apartments and various categories of sheltered housing, as in this instance. The SPD states that, whilst there is no specific requirement for private amenity provision in these circumstances, sufficient space will be required for shared amenity.
138. The proposal includes a ground floor courtyard measuring approximately 219 sq.m in area and a first floor roof terrace measuring approximately 159 sq.m in

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area. The BRE Guide sets out that the availability of sunlight should be checked for all open spaces where sunlight is required, including gardens and sitting out areas and recommends that at least 50% of the area should receive at least two hours of sunlight on 21st March. The submitted Daylight and Sunlight Study calculates that 49% of the ground floor courtyard would achieve two hours of sunlight on 21st March; whilst this falls short of the BRE recommendation it does so by only 1% and this very minor level of shortfall has to be considered in light of the other public benefits of the proposal and in combination with the first floor roof terrace, which would afford views south and benefit from good levels of sunlight given the absence of built form within close proximity to the south.

139. Overall, taking account of these factors, together with the sheltered / supported housing nature of the proposal, the provision of a combined total of approximately 378 sq.m of shared external amenity space is considered to provide a good standard of amenity to future occupiers.

Noise to future occupiers

140. Paragraph 170 of the NPPF sets out that planning decisions should prevent new development from being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Paragraph 180 of the NPPF sets out that planning decisions should also ensure that new development is appropriate for its location and in doing so they should avoid noise giving rise to significant adverse impacts on health and the quality of life.
141. An Environmental Noise Survey and Noise Impact Assessment Report (dated 17 December 2018) has been submitted with the application which identifies that the main noise sources in the area are road traffic from High Street and the adjacent petrol station. Fully automated environmental noise monitoring was undertaken; at the beginning and end of the noise survey period the dominant noise source was noted to be road traffic from High Street.
142. With regard to the adjacent petrol station the report comments that there currently residential properties located to the east of the petrol station, approximately 13 metres from the pumps, which are shielded by the petrol station building. There are also properties located to the south of the petrol station, approximately 17 metres from the pumps, with no apparent shielding. The proposal has been designed such that no windows or other openings would face directly towards the petrol station pumps, and at ground floor level non-habitable spaces would flank the common boundary with the petrol station. The report proposes appropriate internal noise criteria for the proposed units and comments that these are achievable, on the basis of the environmental noise monitoring undertaken, using typical thermal double glazing comprising 6mm glass, 16mm cavity, and 6mm glass (with acoustic trickle ventilation if mechanical ventilation is not proposed).
143. The Environmental Health Service have reviewed the submitted environmental noise survey and noise impact assessment report and concur that the impact of road traffic and petrol station noise upon the proposal could be mitigated through planning condition (recommended condition 17 refers), with appropriate internal noise criteria achievable using conventional constructions. Overall, subject to recommended conditions, the proposal is considered to provide a good standard of residential amenity to future occupiers.

Biodiversity and protected species

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144. Section 15 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by, inter alia, minimising impacts on and providing net gains for biodiversity. Circular 06/05 - Biodiversity and Geological Conservation also requires the impact of a development on protected species to be established before planning permission is granted. This approach is reflected within Policy CS7 of the Woking Core Strategy (2012).
145. The application has been submitted with a Preliminary Ecological Appraisal ('PEA') by Middlemarch Environmental (dated February 2019), informed by an initial survey undertaken on 28th March 2018, and an updated walkover survey undertaken on 21st January 2019. The PEA sets out that the site is dominated by the existing car showroom building and associated hardstanding car park, although a small pocket of dense scrub was present within the car park area. The northern section of the site comprises part of Priors Croft road and beyond this, hardstanding pavements with sections of amenity grassland and three scattered trees.
146. The PEA sets out that the buildings were subject to bat roost assessment, which concluded the buildings had negligible potential. The site also provides negligible bat foraging habitat due to the limited semi-natural areas which would attract insects. The site provides no badger sett building habitat and limited foraging habitat for badger in the form of amenity grassland. No evidence of badger was recorded on site during the field survey and the immediate surrounding habitat is also considered sub-optimal due to its residential nature.
147. The site is dominated by the built environment and lacks suitable foraging and refugia habitat for hedgehog. However, due to the presence of amenity grassland areas on site (to the north of Priors Croft) and adjoining residential gardens, it is possible for small terrestrial mammals such as hedgehog to occasionally commute across the site. To ensure hedgehog are not harmed during the construction a precautionary recommendation has been made within the PEA. There is no suitable habitat for polecat or water vole on site or within the immediate vicinity; therefore these species are not a notable consideration in relation to the proposed development.
148. No waterbodies are located on site to provide suitable breeding habitat for amphibians. The site provides negligible terrestrial habitat for amphibians. The site is considered unsuitable for reptiles due to a lack of suitable vegetation or refuges. The site is also isolated within the built environment with limited connectivity to areas of suitable habitat such that reptiles are therefore not a notable consideration in relation to the proposal.
149. The scattered trees in the north of the site, dense ivy and dense scrub provide suitable habitat for nesting birds. If any vegetation removal is required in the bird nesting season, then there is potential for impact upon nesting birds and as such a recommendation has been made within the PEA. Due to the absence of semi-natural habitat on site, and the presence of alternative nesting and foraging features within the local vicinity, no long-term impact upon bird species is anticipated although enhancement recommendations are provided within Section 7 of the PEA. A recommendation regarding general habitat enhancement, which would increase the value of the site for invertebrates, is made within Section 7.
150. Surrey Wildlife Trust ('SWT') is the Council's retained ecologist, who provide

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advice to the Council in respect of the impact of development on protected species and biodiversity. SWT has advised that the PEA provides much useful information for the Local Authority to be able to assess the potential status of protected and important species on the proposed development site and the likely effect of the development on them and further advise the Local Authority, that should they be minded to grant planning permission, the applicant should be required to undertake all the recommended actions in section 7 of the PEA, including the biodiversity enhancements detailed in sub-section R3 (recommended conditions 08 and 09 refer). SWT also welcome the proposal for 'green roofs' which will add biodiversity value to a previously biodiversity poor site. Whilst a planting scheme has been submitted with the application further details of biodiversity enhancement measures, as recommended by the PEA, can be secured through recommended condition 09.

151. Overall, subject to recommended conditions, it is considered that the proposal would result in the loss of no existing biodiversity assets, and would provide opportunity to enhance biodiversity in accordance with Policy CS7 of the Woking Core Strategy (2012) and Section 15 of the NPPF.

Arboricultural implications

152. Policy CS21 of the Woking Core Strategy (2012) also requires the retention of any trees of amenity value. Policy DM2 of the Development Management Policies DPD (2016) states that development proposals should allow for the retention of the best tree specimens, should not result in the loss of trees or groups of trees of significant amenity value and that trees to be retained will be required to be adequately protected to avoid damage during construction.
153. An Arboricultural Impact Assessment ('AIA') (dated February 2019) has been submitted with the application which identifies that two individual trees (T2 and T5) will require removal to enable the establishment of the site compound north of Priors Croft, however, both trees are considered to be of low value (Category C). Furthermore the submitted information makes provision for four trees to be replanted in this location (two silver birch and two wild cherry – all 2.5m-3.0m height at planting) following the removal of the site compound. Whilst there would be some short-term loss of trees the net benefit would be four trees in place of the two existing trees.
154. The AIA also sets out that the overhanging canopies of trees located adjacent to the southern site boundaries may require facilitation pruning to provide clearance for the construction of the new building and associated hardstanding however any such pruning works are likely to be of a minor extent, and of a routine nature, such that they are not considered to result in significant impact upon the long-term health, or visual quality, of the trees.
155. The AIA sets out that the installation of hard and soft surfacing will be required within the peripheries of trees to be retained in tree groups G1, G2 and G3. However, root development may have been restricted in these areas due to existing hardstanding and other constraints such as a boundary wall. As such, it is unlikely that these works will be detrimental to the health of retained trees.
156. The Arboricultural Officer has reviewed the submitted AIA, agrees with the findings of the assessment and therefore raises no objections from an arboricultural perspective, although recommends a condition requiring the submission of tree protection measures for the retained trees north of Priors Croft

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(T1, T3 and T4) during the course of site works (recommended condition 07 refers).

Thames Basin Heaths Special Protection Area (TBH SPA)

157. The Thames Basin Heaths Special Protection Area (TBH SPA) has been identified as an internationally important site of nature conservation and has been given the highest degree of protection. Policy CS8 of the Woking Core Strategy (2012) 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 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.
158. 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 applicant has agreed to make a SAMM contribution of £25,259 in line with the Thames Basin Heaths SPA Avoidance Strategy tariff (April 2019 update). This would need to be secured through an Undertaking of Woking Borough Council's Chief Executive. For the avoidance of doubt, sufficient SANG at Brookwood Country Park has been identified to mitigate the impacts of the development proposal.

Size of dwelling (bedrooms)	SAMM contribution per dwelling (i)	Number of dwellings in proposal (ii)	Overall SAMM contribution (ie. i x ii)
1 bedroom	£515	45	£23,175
2 bedroom	£698	3	£2,094
Total SAMM contribution			£25,259

159. Subject to securing the provision of the SAMM tariff (secured through an Undertaking of Woking Borough Council's Chief Executive) and an appropriate CIL contribution, and in line with the conclusions of the Appropriate Assessment (as supported by Natural England), the Local Planning Authority is able to determine that the development will not 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.

Affordable housing

160. Within the application form the applicant has set out that 100% of the proposal

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is to consist of affordable housing (social, affordable or intermediate rent). The site is owned by Woking Borough Council, and is therefore in 'public ownership' for the purposes of Policy CS12 of the Woking Core Strategy (2012) and SPD Affordable Housing Delivery (2014).

161. Policy CS12 of the Woking Core Strategy (2012) states that all new residential development on, inter alia, land in public ownership will be required to provide 50% of the dwellings as affordable housing, irrespective of the site size or number of dwellings proposed, further stating that where the Council is seeking a 50% affordable housing contribution, generally, the Council's preference will be to provide the 50% affordable housing in-situ as part of the development.
162. The proposed scheme would exceed these requirements by providing a wholly affordable development of 100% social, affordable or intermediate rented units, and in this respect the proposal is fully supported by the Council's Housing Services. As a planning consideration the provision of affordable (social, affordable or intermediate rent) units significantly (50%) above the requirements of Policy CS12 of the Woking Core Strategy (2012) represents a significant public benefit of the proposed development which weighs heavily in favour of granting planning permission.
163. The Council's Housing Services comment that setting rents at social rent levels will help considerably to meet housing needs from those eligible for social housing on the Council's Housing Register, and will particularly assist with the relocation of existing Woking Borough Council tenants needing sheltered / supported accommodation as a result of the Sheerwater regeneration programme.
164. The Council's Housing Services have further commented that an assessment of housing needs within the Sheerwater regeneration area indicate that 51% of tenants within the "*red line area*" (of the Sheerwater regeneration) are over 55 years old, with a further 12% aged between 50 and 54 years old. Of the 157 tenants aged over 55, 121 live in studio or one bed dwellings, of which 95% are sole occupiers. Accordingly, the proposed scheme, in comprising 94% one bedroom units, would directly assist with the relocation of such persons.
165. The Council's Housing Services additionally comment that further analysis of Sheerwater resident's preferences through individual interviews has indicated that of those tenants wishing to leave Sheerwater, the majority are aged above 55, and live in studio or one bedroom dwellings. Accordingly, the proposed scheme will assist with those older persons seeking a permanent move to accommodation more suited to their needs. The interviews have shown that tenants aged over 60 were found to have the highest number of mobility issues (19) with a further 13 tenants between the ages of 35 to 59 also reporting mobility issues. In addition, 36 tenants disclosed mental health issues of which 16 were aged over 55. Whilst some of these are adequately housed, 6 tenants will be required to downsize to a smaller dwelling. The proposed scheme has the capability to provide care to those persons in need of such and therefore would meet the needs of some of those interviewed within the Sheerwater regeneration area.
166. Taking into account that the site is within the ownership of Woking Borough Council (which precludes the usual Section 106 legal agreement) the social, affordable or intermediate rented nature of the units proposed can be secured through an Undertaking of Woking Borough Council's Chief Executive. Overall,

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the provision of affordable (social, affordable or intermediate rented) units significantly above the requirements of Policy CS12 of the Woking Core Strategy (2012) represents a significant public benefit of the proposed scheme which weighs heavily in favour of granting planning permission. This factor will form part of the planning balance at the conclusion of this report.

Energy and water consumption

167. Since the adoption of the Woking Core Strategy (2012) and SPD Climate Change (2013) the Government has published a new approach for the setting of technical standards for new housing in a Ministerial Statement issued on 25 March 2015, which also withdrew the Code for Sustainable Homes as a national standard for all but legacy cases. Ministerial Statements are a material consideration in planning decisions. Local planning authorities have the option to set additional technical requirements exceeding the minimum standards for Building Regulations in respect of access and water.
168. Policy CS22 of the Woking Core Strategy (2012) sets out how from 1 April 2016 new residential development on both previously developed land and greenfield sites will be required to meet the energy and carbon dioxide component of Code for Sustainable Homes Level 5 "or any future national requirement" (emphasis added). The policy allows scope for future national policy to be applied within the context of Policy CS22 as it exists. In accordance with the Ministerial Statement of 25 March 2015, the Local Planning Authority requires standards equivalent to the outgoing Code Level 4 (i.e. not less than a 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations).
169. Policy CS22 sets out how from 1 April 2016 new residential development will be required to meet the water components of Code Level 5 "or any future national requirement" (emphasis added). The policy allows scope for future national policy to be applied within the context of Policy CS22 as it exists. The Local Planning Authority therefore now implement the new optional requirements for water efficiency, as set out within Building Regulations 2010 (as amended), and in light of new Government policy (i.e. all new residential development will be required to achieve as a minimum the optional requirement set through Building Regulations for water efficiency that requires estimated water use of no more than 110 litres/person/day).
170. The application has been submitted with an Energy Strategy (dated February 2019) which sets out that as part of the "*Be Lean*" stage a range of passive and active energy efficiency measures, including enhancement of the thermal envelope of the building, are to be employed within the development which will provide a reduction of around 4.6% in CO2 emissions over the baseline scheme. That as part of the "*Be Clean*" stage a number of Low and Zero Carbon (LZC) technologies have been considered with the most appropriate technology in this instance consisting of a gas-fired combined heat and power (CHP) unit, which will provide all year round baseload heat and electricity, providing a reduction of around 14.8% in CO2 emissions over the "*Be Lean*" case. The report further sets out that as part of the "*Be Green*" stage a number of low/zero carbon and renewable technologies have been appraised in terms of technical, physical and financial feasibility for use on the project, with each technology considered as an alternative option operating in conjunction with CHP. Roof mounted photovoltaics technology (encompassing 204 sq.m of roof area) was considered to be the most favourable for the development, which will provide a reduction of

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7.6% in CO2 emissions over the “*Be Clean*” case. Overall therefore the report sets out that the predicted cumulative reduction in CO2 emissions from the Baseline development model is 26.9%, exceeding the target 19% saving from the policy.

171. Compliance with the submitted Energy Report can be secured through recommended condition 30, with condition 32 also recommended to secure verification of the measures set out within. Recommended conditions 31 and 32 can secure details, and compliance with such, of water saving measures, and recommended condition 33 details of the roof mounted photovoltaics.

Flooding and water management

172. Paragraph 155 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future) and that where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
173. The application has been submitted with a site-specific Flood Risk Assessment ('FRA'), (dated May 2019) which identifies that, taking into account the effects of climate change, the majority of the application site falls within Flood Zone 1 (low risk of fluvial flooding) although the north-west corner of the site, and the southern boundary, fall within Flood Zone 2 (medium risk) and Flood Zone 3 (high risk).
174. To mitigate against the risk of fluvial flooding, the proposed building will be located entirely within Flood Zone 1 (low risk). Given that remaining parts of the application site are located within Flood Zone 2 and 3, the Sequential Test must be passed.
175. Paragraph 158 of the NPPF states that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding, that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding and that the sequential approach should be used in areas known to be at risk now or in the future from any form of flooding. The PPG sets out that when applying the Sequential Test, a pragmatic approach on the availability of alternatives should be taken.
176. The application has been submitted with a Sequential Test report. The proposed development in this instance comprises 100% affordable housing (social, affordable or intermediate rent) within the Urban Area, and is on a site owned by Woking Borough Council. The parameters on which the sequential test has been undertaken are therefore (i) set out within the draft Site Allocations DPD (ii) within the Urban Area within Woking Borough (iii) comparably sized sites which are suitable for the same level of development as the proposed site (iv) in a lower Flood Zone than the proposed site and (v) owned by Woking Borough Council.
177. Sites are not considered to be reasonably available, and therefore not assessed, if they do not meet the requirements previously set out, already have planning permission for a development that is likely to be implemented, or are not believed to be practicably deliverable.
178. Twenty-six sites from the draft Site Allocations DPD were discounted at the initial

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stage of the Sequential Test as they did not meet the criteria previously set out. Three sites were further considered (Refs: UA9, UA11 and UA21), although site UA21 was discounted as it was not considered to be suitable for the level of development proposed. Both sites UA9 and UA11 are stated as being under multiple ownerships with either a number of existing tenancies (UA9) or land assembly expected to be complex (UA11). Therefore, both sites UA9 and UA11 were not considered to be suitable and comparable, or practicably reasonable to be expected to be delivered and developed by Woking Borough Council for the development of a social rented accommodation scheme in place of the presently proposed site.

179. Given the sequential test results, it is clear that the proposed development passes the sequential test, in that there are no reasonable or practicable alternative sites which could be found, that are available and deliverable, in place of the presently proposed site to deliver a scheme of 100% affordable housing. Therefore, due to the location, scale and site specifics there is no viable, available or deliverable alternative and therefore the presently proposed site has been assessed in line with paragraphs 155-165 of the NPPF and the current government guidance on Sequential Testing.
180. Paragraph 159 of the NPPF states that if it is not possible for development to be located in zones with a lower risk of flooding, the exception test may have to be applied. For the exception test to be passed it should be demonstrated that (a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and (b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
181. In terms of fluvial flooding the FRA demonstrates that for the 1 in 100 year plus 70% climate change allowance, a flood water level of 23.54m Above Ordnance Datum ('AOD') is calculated. The proposed Finished Floor Level ('FFL') will be set at 23.90m AOD, which achieves the minimum 300mm required above the predicted 1 in 100 year event plus 70% climate change allowance of 23.54m AOD.
182. The FRA sets out that the application site is at very low risk from surface water flooding and the risk of groundwater, sewer and reservoir flooding is considered low.
183. All new development within the 1 in 100 year event plus 70% climate change should not result in a net loss of flood storage capacity and, where possible, opportunities should be sought to achieve an increase in the provision of floodplain storage. The extent of the 1 in 100 year event plus 70% climate change for the existing scenario is shown within the FRA; two areas of existing flooding have been identified to the north and south of the site.
184. As part of the development, re-profiling of the site will take place and a new kerb will be installed. The extent of the 1 in 100 year event plus 70% climate change for the proposed development is shown within the FRA. A level for level, volume for volume flood compensation assessment has been undertaken which demonstrates that the total proposed floodplain storage volume for the site exceeds the existing floodplain storage volume.
185. The proposed building will be located entirely within Flood Zone 1 (low risk of flooding). Furthermore, the FFL will be set at a minimum of 300mm above the

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modelled flood water level for the 1 in 100 year event including 70% allowance for climate change. Although the building itself is considered to be at low risk from flooding, the EA's Thames Guidance Note on Safe Access/Egress for LPAs (dated August 2016) notes that it is essential that a safe route of access and egress can be provided and maintained during flood events up to and including the 1% AEP plus an allowance for climate change flood event.

186. A dry safe route has been identified within the FRA which would see residents using the proposed gate in the north-east corner of the site (at an existing ground level of 23.6m AOD) onto Priors Croft before taking a right turn, continuing along Priors Croft in a northerly direction and using a public footpath to gain access to Farm Road/Rydens Way, which will provide a route that allows residents to reach an area wholly located outside the floodplain.
187. Emergency services will also require access to the site for residents that are more vulnerable and not able to evacuate the building themselves on foot. High Street would likely be closed during a flood event and therefore access for emergency vehicles would need to be via Priors Croft. An assessment of flood depths, for the 1 in 100 year event including 70% allowance for climate change, along Priors Croft has been undertaken within the FRA which demonstrates that the maximum flood depth along this section of Priors Croft would be 0.54m. However, this depth would only occur along the road edge and emergency vehicles would not pass directly through this area. The remaining part of the road would flood to a max depth of 0.505m for a short length of 23m. For all other areas, flood depths would be less than 0.4m.
188. The DEFRA/EA 'Flood Risk Assessment Guidance for New Development' (ref R&D Technical Report FD2320/TR2) states that some emergency vehicles may survive in water of 1m and that a fire engine remains controllable in depths of 0.5m up to a flow velocity of 5m/sec. Based on a maximum flood depth of 0.505m at a velocity of 0.25m/s, it is considered that emergency vehicles will be able to pass through the short section of road in a flood event.

Surface water management

189. Policy CS9 of the Woking Core Strategy (2012) requires all significant forms of development to incorporate appropriate sustainable drainage systems (SuDS) and states that "*all new development should work towards mimicking greenfield run-off situations*".
190. The application has been submitted with a Drainage Statement ('DS') (dated June 2019). The DS sets out that the foul drainage strategy proposed for the site will collect wastewater and discharge it via gravity to the public network running along High Street. Due to shallow groundwater levels and the risk of contamination surface water infiltration is not suitable for this site. It is therefore proposed that surface water runoff will be discharged off site at a restricted rate of 3.6l/s for the 1 in 1 year return period, 5l/s for up to the 1 in 30 year return period and 11.4l/s for up to the 1 in 100 year plus climate change allowance.
191. The DS sets out that, to attenuate surface water flows, the following will be provided:
 - A complex flow control device (comprising two Hydrobrakes and one weir to restrict flows for different return periods)

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- Pervious paving throughout the car park, which will be tanked with the use of an impermeable membrane to prevent infiltration to ground. The primary purpose of the pervious paving is to improve water quality. Where areas of the car park are susceptible to flooding for the 1 in 100 year event plus 70%, non-permeable asphalt will be used.
 - A geo-cellular attenuation tank will be located in the car park to the north of the site (a total volume of 36.5m³).
 - Two modular interlocking void former systems (e.g. Permavoid) will be located in the car park to the south of the site (a combined total volume of 80m³)
192. The Council's Drainage and Flood Risk Engineer has considered the submitted information and raises no objection subject to recommended conditions 25, 26, 27, 28 and 29. The Lead Local Flooding Authority ('LLFA') (Surrey County Council) has commented that, subject to the Council's Drainage and Flood Risk Engineer being satisfied with the proposal, they have no comments to make. The Environment Agency ('EA') have raised no objection to the proposal subject to recommended condition 25.
193. Overall, subject to recommended conditions, the proposed development is considered to accord with the provisions of the NPPF, Policy CS9 of the Woking Core Strategy (2012) and the SuDS Regulations in terms of the risk of flooding from all sources and in terms of surface water management.

Contamination

194. Contamination of the site is suspected due to pollution arising from previous uses. Paragraphs 178 - 179 (inclusive) of the NPPF relate to ground conditions and potential risks arising from land contamination. Policy DM8 of the Development Management Policies DPD (2016) states that:

Proposals for new development, including change of use, should demonstrate that:

- (i) *any existing contamination of the land or groundwater will be addressed by appropriate mitigation measures, including the remediation of existing contamination, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and*
- (ii) *the proposed development will not cause the land or groundwater to become contaminated, to the detriment of future use or restoration of the site or so that it would cause unacceptable risk of pollution in the surrounding area.*

Adequate site investigation information should be provided with development proposals, including the site's history, potential contamination sources, pathways and receptors, and where appropriate, physical investigation, chemical testing, and a risk assessment to cover ground gas and groundwater.

195. The following documents have been submitted with the application.
- Phase 1 Environmental Review, by Frankham Consultancy Group (Project No: 911852 - Issue: 1), dated 15th December 2016

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- Environmental Desk Study and Preliminary Risk Assessment by Apple Environmental (Ref: CL/2380.Rev1/WBC), dated April 2018
 - Ground Investigation and Generic Risk Assessment by CET (Ref: 392026), dated July 2017
 - Supplementary Ground Investigation and Generic Risk Assessment by CET (Ref: 392026), dated September 2017
 - Phase 2 Geo-Environmental Assessment by BWB (Ref: NTE2419 - Revision 2), dated June 2018
 - Remediation Strategy (Revision E) by Sanctus (Document Reference: S2530-001), dated 12 February 2019
196. The Contaminated Land Officer has reviewed the previously listed documents and raises no objection subject to recommended condition 22 to secure compliance with the remediation strategy set out, recommended condition 23 to secure the submission of a remediation validation report prior to first occupation and recommended condition 24 to encompass the potential discovery of any contamination not previously identified.
197. Overall, subject to recommended conditions, it is considered that the application complies with Policy DM8 of the Development Management Policies DPD (2016), and the provisions of the NPPF, in terms of contamination.

Local finance considerations

198. The applicant has submitted a claim for social housing relief from the Community Infrastructure Levy (CIL). Social housing relief is a mandatory discount that applies to most social rent, affordable rent, intermediate rent provided by a local authority or Private Registered Provider, and shared ownership dwellings. Subject to meeting all qualifying criteria the proposal would be exempt from CIL.

Woking Borough Council Chief Executive Undertaking requirements

199. As Woking Borough Council is the owner of the land the subject of this planning application, it cannot enter into a Section 106 legal agreement to secure any planning obligations which are required to mitigate the effects of the proposed development. However the Council's Chief Executive is able to commit the Council to give effect to the specific measures in this case under delegated authority. Any such commitment by the Council's Chief Executive would provide certainty that such measures will be given effect to if planning permission is granted and implemented for the proposed development.
200. The following would be secured via an Undertaking of the Chief Executive of Woking Borough Council:
- 100% affordable housing (48 units total) (social, affordable or intermediate rent)
 - SAMM (TBH SPA) contribution of £25,259

Balancing exercise and conclusions

201. Section 4 of the NPPF states that Local planning authorities should approach decisions on proposed development in a positive and creative way and that decision-makers at every level should seek to approve applications for sustainable development where possible. Section 11 of the NPPF states that

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planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Section 2 of the NPPF states that Local Planning Authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed. The role of the planning system is to contribute to the achievement of sustainable development. This often involves balancing the economic, social and environmental aspects of a proposal, particularly in medium scale developments such as the application proposal.

Harm arising from the proposal

202. Some visual and physical harm to the setting of adjacent Statutory Listed Grade II Hale Lodge (No.61 High Street), as a result of the scale, bulk and close proximity of the proposed building has been identified, however it is considered that this would be less than substantial harm, in the middle of the lower end of that scale, to the significance of the designated heritage asset of Hale Lodge. Some visual and physical harm to the setting of Locally Listed Shackelford House, as a result of the scale, form and siting of the proposed building, has also been identified however this would be less than substantial harm to the significance of Shackelford House at the lowest end of the scale. Although less than substantial these harms must be afforded great weight in line with Paragraph 193 of the NPPF.
203. Some loss of privacy has also been identified to the north-facing window within the single storey rear projection which extends along part of the western boundary of Shackelford House, notwithstanding that this ground floor window is shown within the approved plans of 83/1066 to serve as secondary aspect to a living room (which also benefits from an east-facing window). It must therefore be assessed as to whether there are other material considerations which would outweigh these harms.

Benefits of the proposal

204. The PPG identifies that public benefits can be anything that delivers economic, social or environmental progress and be of a nature or scale to benefit the public at large. The proposed development would make a significant contribution towards the Woking Core Strategy (2012) requirement to provide at least 4,964 dwellings within the Borough between 2010 and 2027, providing 48 net dwellings within the Urban Area. Whilst the Council considers that it can currently demonstrate a 5-year supply of housing Paragraph 59 of the NPPF identifies the Government's objective to significantly boost the supply of housing and Paragraph 73 of the NPPF highlights that an identified 5-years' worth of housing is only a minimum state. Moreover 100% of the units within the proposed development would constitute affordable housing (social, affordable or intermediate rent), significantly in excess of the policy requirement of 50% affordable housing. Significant weight attaches to the scale and nature of the housing benefits this scheme would provide.
205. The proposed development would result in a reduction in surface water run-off from the site, providing SuDS to dispose of surface water run-off at a controlled rate of discharge. The proposed development would also remediate a site which is the subject of some contamination. The existing site contains no meaningful soft planting or biodiversity features; the planting scheme submitted as part of

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the application, and further biodiversity measures to be secured through recommended conditions, would enhance the biodiversity value of the site. These cumulative factors would have wider local environmental benefits and should be afforded moderate weight in favour of the proposed development.

206. Furthermore, there would be some economic benefits from the proposed development through employment provided during the construction phase, additional spending power resulting from the construction phase and from future residential occupiers of the proposed development. To these economic benefits, overall, moderate weight should be afforded in favour of the proposed development.
207. To all of the benefits of the proposed development, it is considered that more than considerable weight should be afforded. They represent public benefits as referred to within Paragraph 196 of the NPPF, which in the circumstances of this application, are considered to significantly and demonstrably outweigh the considerable weight and importance that is attached to the less than substantial heritage harm, and harm to the neighbouring amenity of Shackleford House, identified. Therefore the application is recommended for approval subject to recommended conditions and an Undertaking of the Chief Executive of Woking Borough Council.

BACKGROUND PAPERS

Letters of representation

Historic England Consultation response

County Archaeological Officer (SCC) Consultation response

County Highway Authority (SCC) Consultation response

Environment Agency (Second) Consultation response

Drainage & Flood Risk Team (WBC) Consultation response

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

Thames Water Development Planning Consultation response

Surrey Wildlife Trust Consultation response

Environmental Health Consultation response

UK Power Networks (UKPN) Consultation response

Joint Waste Solutions Consultation response

Contaminated Land Officer Consultation response

Site Notice(s) (Regulation 3)

Site Notice(s) (Major Development)

Site Notice(s) (Development Affecting a Listed Building or its Setting)

CHIEF EXECUTIVE UNDERTAKING REQUIREMENTS

	Requirement
1.	Provision of a Strategic Access Management and Monitoring (SAMM) (TBH SPA) contribution of £25,259 in accordance with the Habitat Regulations and Policy CS8 of the Woking Core Strategy (2012).

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2.	100% affordable housing (48 units total) (social, affordable or intermediate rent).
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RECOMMENDATION

Grant planning permission subject to the following recommended conditions and the preceding secured through Chief Executive Undertaking:

Time limit

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

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

Approved plans/drawings

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

Drawings:

OWIL01-HNW-ZZ-ZZ-DR-A-1111 Rev P3 (Site Location Plan), dated 12.02.19 and received by the Local Planning Authority on 19.02.2019.

1606_P_Topo_Rev A (Topographical Survey), dated 10 / 2018 and received by the Local Planning Authority on 19.02.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-1110 Rev P4 (Existing Site Plan), dated 18.02.19 and received by the Local Planning Authority on 19.02.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-1320 Rev P2 (Existing Site Sections), dated 18.02.19 and received by the Local Planning Authority on 19.02.2019.

OWIL01-LLD-ZZ-00-DR-L-0500 Rev P04 (Proposed Levels), dated 07.06.19 and received by the Local Planning Authority on 12.06.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-2100 Rev P10 (Site Plan As Proposed), dated 17.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-00-DR-A-2200 Rev P5 (Ground Floor Plan As Proposed), dated 17.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-01-DR-A-2201 Rev P5 (First Floor Plan As Proposed), dated 17.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-02-DR-A-2202 Rev P4 (Second Floor Plan As Proposed), dated 17.05.19 and received by the Local Planning Authority on 17.05.2019.

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OWIL01-HNW-ZZ-03-DR-A-2203 Rev P4 (Third Floor Plan As Proposed), dated 17.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-04-DR-A-2204 Rev P4 (Roof Plan As Proposed), dated 17.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-2310 Rev P5 (South and East Elevations As Proposed), dated 07.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-2311 Rev P5 (North and West Elevations As Proposed), dated 07.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-2318 Rev P6 (Site Sections (Street Scene) As Proposed), dated 17.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-2319 Rev P5 (Typical bay Elevation/ Section As Proposed), dated 07.06.19 and received by the Local Planning Authority on 07.06.2019.

OWIL01-HNW-ZZ-ZZ-DR-A-2320 Rev P2 (Courtyard/Obscured Elevations as Proposed), dated 07.06.19 and received by the Local Planning Authority on 07.06.2019.

Documents:

OWIL01-ENG-ZZ-XX-RP-0900 Rev 04 (Flood Risk Assessment), dated 23.05.19 and received by the Local Planning Authority on 31.05.2019.

OWIL01-ENG-ZZ-XX-RP-0901 Rev 04 (Drainage Statement), dated 05.06.2019 and received by the Local Planning Authority on 06.06.2019.

Design and Access Statement (including Heritage Statement) Rev P1, by HNW Architects, dated Dec 2018 and received by the Local Planning Authority on 19.02.2019.

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

External materials

03. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, prior to the application/installation of any external facing materials to the development hereby permitted sample panels of all external materials shall be provided for inspection by a Planning Officer and subsequently approved in writing by the Local Planning Authority. The development shall be carried out and thereafter permanently retained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

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

Gas meter housing

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

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

Soft landscape/hard landscape/means of enclosure

05. The soft landscape, hard landscape and means of enclosure shall be undertaken in strict accordance with the following:

OWIL01-LLD-ZZ-ZZ-RP-L-0001 Rev P04 (Landscape Design Strategy), dated 21 March 2019 and received by the Local Planning Authority on 12.06.2019.

OWIL01-LLD-ZZ-ZZ-SH-L-0001 Rev P06 (Detailed Planting Schedule and Specification), dated 16 May 2019 and received by the Local Planning Authority on 17.05.2019.

OWIL01-LLD-ZZ-ZZ-SH-L-0002 Rev P03 (Surfacing and Edging Schedule), dated 06 March 2019 and received by the Local Planning Authority on 06.03.2019.

OWIL01-LLD-ZZ-00-DR-L-0100 Rev P10 (Hard and Soft Landscape GA - Ground Floor Plan), dated 16.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-LLD-ZZ-01-DR-L-0101 Rev P07 (Hard and Soft Landscape GA - First Floor Roof Area), dated 16.05.19 and received by the Local Planning Authority on 06.06.2019.

OWIL01-LLD-ZZ-00-DR-L-0200 Rev P06 (Detailed Planting Plan - Ground Floor Plan), dated 16.05.19 and received by the Local Planning Authority on 17.05.2019.

OWIL01-LLD-ZZ-01-DR-L-0201 Rev P05 (Detailed Planting Plan - First Floor Roof Area), dated 16.05.19 and received by the Local Planning Authority on 17.05.2019.

The soft landscape, hard landscape and means of enclosure shall be carried out in accordance with the approved details prior to first occupation of the development hereby permitted and shall be permanently maintained thereafter unless otherwise first agreed in writing by the Local Planning Authority. Any newly planted trees or shrubs which die, become seriously damaged or

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diseased or are removed or destroyed within a period of 5 years from the date of planting shall be replaced during the next planting season (November - March) with specimens of the same size and species unless otherwise first agreed in writing by the Local Planning Authority.

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

Arboriculture

06. The development hereby permitted shall be undertaken in strict accordance with the provisions of the Arboricultural Impact Assessment (Report No: RT-MME-130293-02 RevA), dated February 2019 by Middlemarch Environmental. Any deviation from the works prescribed or methods will require prior written approval from the Local Planning Authority.

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

07. ++ Notwithstanding the Arboricultural Impact Assessment (Report No: RT-MME-130293-02 RevA), dated February 2019 by Middlemarch Environmental the temporary site compound units for the construction phase (as shown on the Site Plan As Proposed) shall not be moved into position until details of tree protection measures to protect retained Trees T1, T3 and T4 (as shown on the plan/numbered titled C130293-01-01 (Tree Survey Plan)) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the tree protection measures as approved shall be maintained until such time as the temporary site compound units for the construction phase is removed.

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

Biodiversity

08. The development hereby permitted shall be undertaken in strict accordance with Section 7 (Recommendations) of the Preliminary Ecological Appraisal (Report No: RT-MME-127376-03 Rev B), Revised date February 2019 by Middlemarch Environmental.

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

09. ++ Prior to the application/installation of any external facing materials to the development hereby permitted a scheme for biodiversity enhancement on the site in accordance with Section 7.2 (R3) (Biodiversity Enhancement) of the Preliminary Ecological Appraisal (Report No: RT-MME-127376-03 Rev B),

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Revised date February 2019 by Middlemarch Environmental shall be submitted to and approved in writing by the Local Planning Authority.

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

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

Transport and highways

10. No vehicle shall access the site from High Street unless and until the proposed modified vehicular access to High Street hereby permitted has been constructed and provided with visibility zones in accordance with the approved plans listed within condition 02 of this notice and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and Section 9 of the NPPF.

11. No part of the development shall be first occupied unless and until the proposed vehicular access to Priors Croft has been constructed and provided with visibility zones in accordance with the approved plans listed within condition 02 of this notice and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and Section 9 of the NPPF.

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and Section 9 of the NPPF.

13. ++ No development shall commence until a Construction Transport Management Plan (CTMP), to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)

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(e) provision of boundary hoarding behind any visibility zones
(f) HGV deliveries and hours of operation
(g) measures to prevent the deposit of materials on the highway
(h) 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: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy CS18 of the Woking Core Strategy (2012) and Section 9 of the NPPF. This condition is required to have a pre-commencement trigger point in order that the carrying out of works on the site does not prejudice its requirements.

14. ++ The development hereby permitted shall not be first occupied unless and until at least 20% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority.

Reason: To encourage modes of travel other than the private car in accordance with Section 9 of the NPPF, Policy CS18 of the Woking Core Strategy (2012) and SPD Parking Standards (2018).

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

- (a) The secure parking of a minimum of 14 bicycles within the development site,
 - (b) Facilities within the development site for cyclists to change into and out of cyclist equipment/shower,
 - (c) Facilities within the development site for cyclists to store cyclist equipment,
 - (d) The improvement of the bus stops located outside the Crown and Anchor Pub to include new benches at both stops, and raised kerbing for mobility access at one stop,
 - (e) Information to be provided to residents / staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs,
- and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To encourage modes of travel other than the private car in accordance with Section 9 of the NPPF, Policy CS18 of the Woking Core Strategy (2012) and SPD Parking Standards (2018).

16. The Travel Plan Statement Rev P03 (Ref: KIER/18/4603/TPS02 OWIL01-RGPL-ZZ-XX-RP-Y-0002), dated February 2019 by RGP shall be implemented upon first occupation of the development hereby permitted. Thereafter the Travel Plan Coordinator shall maintain and develop the Travel Plan Statement to the satisfaction of the Local Planning Authority, including undertaking the monitoring and review measures contained in the approved Travel Plan

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Statement and reporting back to Surrey County Council and the Local Planning Authority.

Reason: To promote sustainable forms of travel in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and Section 9 of the NPPF.

Noise / external lighting / plant etc

17. ++ No works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until a fully detailed scheme for protecting the development hereby permitted from noise in accordance with the recommendations and conclusions of the Noise Impact Assessment Report by Hann Tucker Associates dated 17th December 2018 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall comprise double glazing with ventilation and any other means to protect the development 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 prior to first occupation and shall be permanently retained thereafter.

Reason: To protect the residential occupiers from environmental noise in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the provisions of the NPPF.

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

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

19. ++ Notwithstanding the details shown/annotated on the approved plans and documents listed within condition 02 of this notice, no equipment to control the emission of fumes and smell from the premises shall be installed external to the building envelope (including at roof level and within the plant enclosures shown on the approved plans listed within condition 02 of this notice) until a scheme for the installation of such equipment has first been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be fully implemented as approved and all equipment installed as part of the approved scheme shall thereafter be permanently operated and

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maintained in accordance with the approved details and retained as such thereafter.

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

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

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

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

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

Contamination

22. The development hereby permitted shall be undertaken in strict accordance with the following Contaminated Land related reports unless otherwise first agreed in writing with the Local Planning Authority:

- Phase 1 Environmental Review, by Frankham Consultancy Group (Project No: 911852 - Issue: 1), dated 15th December 2016
- Environmental Desk Study and Preliminary Risk Assessment by Apple Environmental (Ref: CL/2380.Rev1/WBC), dated April 2018
- Ground Investigation and Generic Risk Assessment by CET (Ref: 392026), dated July 2017
- Supplementary Ground Investigation and Generic Risk Assessment by CET (Ref: 392026), dated September 2017
- Phase 2 Geo-Environmental Assessment by BWB (Ref: NTE2419 - Revision 2), dated June 2018
- Remediation Strategy (Revision E) by Sanctus (Document Reference:

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S2530-001), dated 12 February 2019

Reason: To ensure that a satisfactory strategy is adhered to for addressing contamination of the land and/or groundwater, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution in the surrounding area in accordance with Policy DM8 of the Development Management Policies DPD (2018) and Section 15 of the NPPF.

23. ++ Prior to the first occupation of the site, a remediation validation report for the site shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post remediation works, in accordance with the approved remediation method statement and any addenda thereto, so as to enable future interested parties, including regulators, to have a single record of the remediation undertaken at the site. Should specific ground gas mitigation measures be required to be incorporated into the development the testing and verification of such systems shall have regard to the CIRIA C735 guidance document entitled 'Good practice on the testing and verification of protection systems for buildings against hazardous ground gases' and British Standard BS 8285 Code of practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings.

Reason: To ensure that a satisfactory strategy is adhered to for addressing contamination of the land and/or groundwater, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution in the surrounding area in accordance with Policy DM8 of the Development Management Policies DPD (2018) and Section 15 of the NPPF.

24. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise first agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall thereafter be implemented as approved.

Reason: To ensure that a satisfactory strategy is put in place for addressing contamination of the land and/or groundwater, to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution in the surrounding area in accordance with Policy DM8 of the Development Management Policies DPD (2018) and Section 15 of the NPPF.

Flooding and water management

25. The development hereby permitted shall be carried out in strict accordance with the submitted Flood Risk Assessment (Ref: OWIL01-ENG-ZZ-XX-RP-0900 Rev 04 dated 23 May 2019, OWIL01-ENG-ZZ-XX-DR-C-5000 Rev P3 and OWIL01-ENG-ZZ-XX-DR-C-5001 Rev P4 and the following mitigation measures it details:

- Finished floor levels shall be set no lower than 23.90 m above Ordnance Datum (AOD) as set out in Section 6.1.
- Compensatory storage shall be provided as set out in Section 6.2 and

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referenced in Table 6.1 Floodplain Storage (OWIL01-ENG-ZZ-XX-DR-C-5000 Rev P3 and OWIL01- ENG-ZZ-XX-DR-C-5001 Rev P4).

These mitigation measures shall be fully implemented prior to first occupation and shall be permanently retained and maintained thereafter throughout the lifetime of the development hereby permitted.

Reason: To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided in accordance with Paragraph 163 of the NPPF and Policy CS9 of the Woking Core Strategy (2012).

26. All development shall be constructed in accordance with the submitted and approved Drainage Statement dated June 2019 (Ref: OWIL01-ENG-ZZ-XX-RP-0901 Rev 04), Below Ground Drainage Layout - External dated 05/06/19 (Ref: OWIL-1-ENG-ZZ-00-DR-F-3000 Rev P4) and MicroDrainage Calculations (Appendix H) unless otherwise first agreed in writing by the Local Planning Authority.

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

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

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

28. ++ Prior to the first occupation of the development hereby permitted details of the maintenance and management of the sustainable drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved maintenance and management of the sustainable drainage scheme shall be implemented prior to the first occupation and shall thereafter be permanently managed and maintained in accordance with the approved details. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development.

The details of the maintenance and management of the sustainable drainage scheme to be submitted for approval shall include:

- i. a timetable for its implementation,
- ii. Details of SuDS features and connecting drainage structures and maintenance requirement for each aspect

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- iii. A table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
- iv. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

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

Energy and water consumption

30. The development hereby permitted shall be undertaken in strict accordance with:

OWIL01-VZDV-ZZ-XX-RP-MEP-0001 - Energy Strategy Report - Revision 01 by Van Zyl & de Villiers Ltd Consulting Engineers (dated 06/02/2019)

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance within Policy CS22 of the Woking Core Strategy (2012), SPD Climate Change (2013) and the provisions of the NPPF.

31. ++ No works other than below ground works, groundworks and the erection of the lift/stair core(s) and structural frame, shall take place until written evidence has been submitted to, and approved in writing by, the Local Planning Authority demonstrating that the development will 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. Such details shall be permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance within Policy

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CS22 of the Woking Core Strategy (2012), SPD Climate Change (2013) and the provisions of the NPPF.

32. ++ Within three months of the first occupation of the development hereby permitted written documentary evidence shall be 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.

Such details shall be permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance within Policy CS22 of the Woking Core Strategy (2012), SPD Climate Change (2013) and the provisions of the NPPF.

33. ++ Prior to the first occupation of the development hereby permitted, details of the roof mounted photovoltaics shall be first submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources.

Occupancy restrictions

34. No unit of accommodation shall be occupied at any time other than by a person aged 55+ years together with their spouse, partner or companion as appropriate, except that where a person aged less than 55 years is predeceased having resided within the development as a spouse, partner or companion, that person may continue to reside within the development.

Reason: To restrict the use of the development in accordance with the nature of the facilities provided, to ensure the development is provided for the type of occupiers proposed and the level and type of parking and cycle provision associated with the site and to comply with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the provisions of the NPPF.

35. The care staff office at ground floor level within the development hereby permitted shall only be occupied by care staff and shall not be occupied as the principal residence of any member of care staff.

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Reason: The care staff office is not intended to form a principal residence and to ensure the care staff office has no adverse impact on the Thames Basin Heaths Special Protection Area and to comply with saved Policy NRM6 of the South East Plan 2009 and Policy CS8 of the Woking Core Strategy (2012) and provisions of the NPPF.

Neighbouring amenity

36. ++ Notwithstanding any indication otherwise shown on the approved plans listed within condition 02 of this notice the window(s) within the third floor west-facing elevation(s) serving flat 48 of the development hereby permitted shall be glazed entirely with obscure glass and non-opening unless the parts of the window(s) which can be opened are more than 1.7 metres above the finished floor level of the room in which the window(s) are installed. Once installed the window(s) shall be permanently retained in that condition unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjoining properties in accordance with Policy CS21 of the Woking Core Strategy (2012), SPDs Design (2015) and Outlook, Amenity, Privacy and Daylight (2008) and the provisions of the NPPF.

37. Where shown/annotated as such on the approved plans listed within condition 02 of this notice window(s) shall be installed with look-a-like glass infill panels and obscured glass prior to the first occupation of the development hereby permitted. Once installed such window(s) shall be permanently retained in that condition unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjoining properties in accordance with Policy CS21 of the Woking Core Strategy (2012), SPDs Design (2015) and Outlook, Amenity, Privacy and Daylight (2008) and the provisions of the NPPF.

38. ++ Prior to the first occupation of the development hereby permitted means of screening the first floor level roof terrace and roof terrace escape stair from Hale Lodge (No.61 High Street) shall be installed in accordance with design details which shall have first been submitted to and approved in writing by the Local Planning Authority. The means of screening as approved shall be implemented and thereafter permanently retained and maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the amenities of adjoining properties in accordance with Policy CS21 of the Woking Core Strategy (2012), SPDs Design (2015) and Outlook, Amenity, Privacy and Daylight (2008) and the provisions of the NPPF.

39. The first floor level roof terrace hereby permitted shall only be used between the following hours:

- Mondays to Fridays (inclusive): 0800 - 2130
- Saturdays, Sundays and Bank/Public Holidays (inclusive): 0830 - 2130

Reason: To protect the general amenities of the area and the residential amenities of neighbouring and nearby properties from undue noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy

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(2012), Policy DM7 of the Development Management Policies DPD (2018) and the provisions of the NPPF.

PD Rights – aerials etc

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

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

Archaeology

41. The development hereby permitted shall be undertaken in strict accordance with the Written Scheme of Investigation: Archaeological Evaluation by Archaeology Collective (Project Ref: 00933A, dated December 2018) unless otherwise first agreed in writing with the Local Planning Authority. The start date of the fieldwork must be communicated to the Surrey County Council Heritage Conservation Team: Archaeology at least two weeks prior to the start date of the fieldwork.

Reason: To ensure that suitable archaeological investigation is undertaken within this Area of High Archaeological Potential in accordance with Policy CS20 of the Woking Core Strategy (2012) and Section 16 of the NPPF.

Informatives

01. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of the National Planning Policy Framework (NPPF).
02. The applicant's attention is specifically drawn to the conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the permission and the Local Planning Authority may serve Breach of Condition Notices to secure compliance. The applicant is advised that sufficient time needs to be given when submitting details in response to conditions, to allow the Local Planning Authority to consider the details and discharge the condition. A period of between five and eight weeks should be allowed for.
03. The applicant is advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.

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04. The applicant is advised that works related to the construction of the development, including works of demolition or preparation prior to building operations, should not take place other than:

- Mondays - Fridays (inclusive) working only between 0800 hours and 1800 hours
- Saturday working only between 0800 hours and 1300 hours
- No work to take place on Sundays or Bank/Public Holidays

If works are intended to take place outside of the hours set out above the applicant should contact the Council's Environmental Health Service beforehand.

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

06. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see

<http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see

www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

07. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

08. 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

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surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

09. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
10. It is noted from the plans that the existing access from High Street will be modified to provide a bell mouth access. These works will be secured through a mini S278 Agreement with the Highway Authority, and tactile paving should be added on both sides of this access.
11. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read the Thames Water guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>.
Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
12. With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water Thames Water would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-andpay-for-services/Wastewater-services>
13. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
14. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.