

7 SEPTEMBER 2021 PLANNING COMMITTEE

6b PLAN/2020/0940

WARD: St Johns

LOCATION: 75 St Johns Road, St Johns, Woking, Surrey, GU21 7QQ

PROPOSAL: Construction of a three storey block of flats comprising 8 units with associated parking, refuse and amenity following the demolition of existing bungalow.

APPLICANT: Mr M Yasin

OFFICER: Josey Short

REASON FOR REFERRAL TO COMMITTEE

The application is recommended for approval and involves the provision of dwelling houses where the number of dwelling houses to be provided is more than five.

PROPOSED DEVELOPMENT

The application seeks planning permission for the construction of a three storey block of flats comprising 8 units with associated parking, refuse and amenity following the demolition of existing bungalow.

PLANNING STATUS

- Thames Basin Heath Special Protection Area (TBH SPA) Zone B (400m-5km)
- Urban Area
- Surface Water Flooding 30 Year

RECOMMENDATION

Grant planning permission subject to conditions and S106 Agreement.

SITE DESCRIPTION

75 St Johns Road Albert Drive is a two bedroom bungalow to the north of St Johns Road within the developed area of St Johns, Woking. The dwelling is set on a large linear plot with a depth of approximately 54 metres and width of approximately 13 metres. The site is neighboured by Rosalyn Court to the west which is a 3 storey block of flats and a row of 6 detached garages to the east which serve Goldsworth Orchard.

PLANNING HISTORY

None relevant.

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CONSULTATIONS

Conservation – This scheme which is compatible in height to the adjacent block would be acceptable in this location. The rear of the site contains protected trees which border the Basingstoke Canal Conservation Area, these will be unaffected while this area will form a communal area for the flats. No adverse comments on the proposal.

Trees – The arboricultural information provided is considered acceptable subject to a pre commencement meeting between the project manager, project arboriculturist and the local authority tree officer.

Drainage – Approval recommended on drainage and flood risk grounds providing a condition is included if permission is granted requiring a surface water drainage scheme to be submitted and approval by the local planning authority prior to the commencement of works on site. This condition will ensure the application complies with the NPPF and Woking Core Strategy Policy CS9.

Highways – The proposed development has been considered by the County Highway Authority who have assessed the application on safety, capacity and policy ground recommends a pre commencement condition requiring a Construction Transport Management Plan and pre occupation conditions requiring the vehicular access to be constructed, the proposed parking has been laid out, a fast charge socket is provided for at least 2 of the parking spaces and cycle parking has been provided.

REPRESENTATIONS

Thirteen (13) letters of objection received from nine (9) households raising concerns for:-

- The design of the rear elevation facing the canal is poor – **see visual impact section of report**
- Insufficient parking provision on site as the proposal should have 12 parking spaces for the number of dwellings - **see highways and parking section of report**
- The rear garden of No. 3 Goldsworth Orchard would be overlooked by the front and rear windows and balconies of the proposed units – **see neighbour impact section of report**
- Ongoing maintenance to rear of existing garages in Goldsworth Orchard. The edge of the flats would need to allow neighbours of Goldsworth Orchard adequate room for ladders etc, to clear gutters and make any repairs to the back of our garages. - **if land within the curtilage of the application site is required, this would be a civil matter and not a planning consideration in the assessment of the application**
- The flats would be close to the shared boundary of Goldsworth Orchard and thus would be very overwhelming and restrict light to the rear of numbers 4, 5 &6. – **see neighbour impact section of report**
- Concerns for the visibility of St Johns Road caused by the parking to the front of the site – **see highways and parking section of report**
- Concerns raised for the accuracy of the north point on the submitted drawings – **noted. The references to the orientation of the site are accurate and do not relate to those titled on the proposed elevations**
- The proposal would not reflect the character of the area – **see visual impact section of report**
- The proposal would be 6 metres greater in height than the existing dwelling on the site and thus would be visually intrusive to the surrounding dwellings. – **see visual impact section of report**

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- The proposal would have an impact on the light the dwellings on Goldsworth Orchard currently receive. – ***see neighbour impact section of report***

RELEVANT PLANNING POLICY

National Planning Policy Framework (NPPF) (2019):

Section 2 – Achieving sustainable development
Section 4 – Decision making
Section 5 – Delivering a sufficient supply of homes
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

South East Plan (2009) –

(Saved Policy) NRM6 – Thames Basin Heaths Special Protection Area

Woking Core Strategy (2012)

CS8 – Thames Heath Basin Special Protection Areas
CS9 – Flooding and water management
CS10 – Housing provision and distribution
CS11- Housing Mix
CS12 – Affordable Housing
CS18 – Transport and accessibility
CS20 – Heritage and conservation
CS21 – Design
CS24 – Woking’s landscape and townscape
CS25 – Presumption in favour of sustainable development

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

DM2 – Trees and landscaping
DM6 – Air and water quality
DM7 – Noise and light pollution

Supplementary Planning Documents (SPDs):

Parking Standards (2018)
Woking Design (2015)
Outlook, Amenity, Privacy and Daylight (2008)

Other Material Considerations:

Community Infrastructure Levy (CIL) Charging Schedule (2015)

PLANNING ISSUES

1. The main considerations within the determination of this application comprise
 - Principle of development
 - Impact on Conservation Area
 - Design and impact on visual amenity
 - Impact on residential amenities
 - Standard of residential accommodation
 - Highways and parking
 - Flooding and drainage

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- Trees
- Sustainability
- Affordable housing
- Impact on the Thames Basin Heaths Special Protection Area
- Local finance contributions

Principle of development

2. The NPPF (2021) 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.
3. The application seeks planning permission for the construction of a three storey block of flats comprising 8 units with associated parking, refuse and amenity following the demolition of existing bungalow.

Impact on Conservation Area

4. The Basingstoke Canal (east and west) Conservation Area adjoins the rear boundary of the application site. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that “*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area*“. This is reflected by Policy CS20 of the Woking Core Strategy (2012) which states that ‘*new development should make a positive contribution to the character, distinctiveness and significance of the historic environment*’ and goes on to state that ‘*the heritage assets of the Borough will be protected and enhanced in accordance with relevant legislation and national guidance as set out in the NPPF*’ and policy DM20 of the Development Management Policies DPD (2016) reflects this.
5. The councils Conservation Officer was consulted on the application and raised no adverse comments for the scheme. Given the distance which would remain between the proposal and the nearby Conservation Area, it is considered that their historic interest would be preserved in line with policies DM20 and CS20.

Impact on visual amenity

6. The NPPF (2021) sets out that one of the fundamental functions of the planning and development process is to achieve the creation of high quality buildings and places and that good design is a key aspect of sustainable development. Paragraph 124(d) sets out that planning decisions should support development that makes efficient use of land taking into account the desirability of maintaining an area’s prevailing character and setting (including residential gardens) or of promoting regeneration and change.
7. Policy CS21 of the Core Strategy (2012) states “*Proposals for new development should...respect and make a positive contribution to the street scene and the character of the area in which they are situated, paying due regard to the scale, height, proportions, building lines, layout, materials and other characteristics of adjoining buildings and land.*” It is further stated that developments should incorporate landscaping to enhance the setting of the development and provide for suitable boundary treatment(s).
8. Policy CS24 of the Woking Core Strategy 2012 states that ‘*development will be expected to...respect the setting of, and relationship between, settlements and individual buildings within the landscape*’ and to ‘*conserve, and where possible, enhance townscape character*’.

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9. By virtue of this positioning the proposal would be readily apparent from the public realm. The street scene in this part of St Johns Road is characterised by a residential properties of varying scales, styles and finishes. The application site is neighbored by Roslyn Court to the west, which is a three storey apartment block and Goldsworth Orchard to the right which is a cul de sac comprising 6 2 storey dwellings and a detached garage block which is located immediately to the east of the east boundary of the site.
10. The proposed development would be constructed in place of the sites existing detached bungalow, albeit set back a further 8.4 metres, resulting in a distance of approximately 19 metres from the highway. The proposed building would be 3 storeys with a flat roof and comprise a material palette of brick, render and timber cladding, resulting in a modern style of building. The proposal would comprise 8 residential units (4 x 2 bedroom and 4 x 1 bedroom), associated parking to the front and communal amenity space to the rear for the dwellings proposed. The proposal would have soft landscaping immediately to the front of the site with an opening for vehicular access and egress and 6 parking spaces to serve the proposed units. The building would be inset from the east and west side boundaries of the site by a minimum distance of 1 metre, with the exception of the refuse area to the west of the building which would be single storey and constructed up to the boundary. It is also noted that the distance between the proposed and west neighbouring building would be 9.4 metres, whilst the distance between the proposed building and the neighbouring properties in Goldsworth Orchard would be 14.5 metres. With this taken into account, it is considered that the level of spaciousness between the proposed dwellings and the existing surrounding buildings would be maintained.
11. The building would have a maximum height of 10.5 metres measured from the central element to the front of the building, however it noted that the large majority of the building would have a height 1 metre lower than this. It is noted that the proposed building would be 1 metre lower in height than the west neighbouring building Roslyn Court and 1 metre greater in height than the ridge of the dwellings in Goldsworth Orchard. As such it is considered that the proposed development would appear sympathetic to the locality in this regard. Though it is noted that the proposal would be of a greater height than the existing bungalow on the site, the proposal would be set further back from the street scene than the existing dwelling, resulting in a distance of approximately 19 metres, and by virtue of the land levels declining towards the rear of the site, the proposal would be at a lower level than the road. This in turn would reduce the visual prominence of the development on the character of the area.
12. Whilst the building would be of a modern style which differs to the more traditional style of dwellings within the locality, the use of brick and render within the material palette of the proposed development would appear sympathetic to locality as these are prominent materials within the street scene of St Johns Road. Additionally, the existing flatted development to the west of the application site exacerbates the variety of the street scene and thus it is considered that the proposal would also not appear inconsistent in this regard.

Neighbour Amenity

13. The sites nearest neighbouring dwellings are Roslyn Court and Nos. 3,4,5 and 6 Goldsworth Orchard, however it is noted that a highway runs between the application site and these neighbours and thus, the application site does not share boundaries with any of these neighbouring properties. The proposed building would be juxtaposed to nos. 4, 5 and 6 Goldsworth Orchard with the rear elevations fronting the east side boundary of the site, however it is noted that only no. 6 would adjoin the boundary with the application

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site at the rear. The distance between the proposed and west neighbouring building would be 9.4 metres, whilst the distance between the proposed building and the neighbouring properties in Goldsworth Orchard would be 14.5 metres. By virtue of the overall depth of the proposed building in combination with the set back on the site, it would breach the 45 degree angle when measured from the centre point of the nearest habitable window. However, it is noted that the orientation of the application site and this neighbour locates south to the front of the sites, the light the rear elevation of this site currently receives limited. With this taken into account along side the distance which would be maintained between the proposal and this neighbour, it is considered that the proposal would not detrimentally impact the sunlight this neighbouring property currently receives. Similarly, given the distance and juxtaposition of the proposal with the other nearest neighbouring properties, it would not have an adverse impact on the sunlight or daylight these neighbouring properties would currently receive.

14. The proposal would encompass windows which would serve ground, first and second floor accommodation in all elevations. It is also noted that the proposal would include balconies to the front and rear elevations at first and second floor levels. The windows proposed within the front elevation would front the public realm and consequently would not result in overlooking or a loss of privacy. Likewise, the windows within the rear elevation would front the communal amenity area to the rear of the site. However, the proposed rear facing balconies may result in overlooking and a loss of privacy to the private amenity space to the rear of nos. 4, 5 and 6 Goldsworth Orchard. With this taken into account, it is considered that it would be reasonable and necessary to condition that the balconies include screens to the sides in the event of planning permission being granted in this instance. The side facing windows would all serve non habitable rooms or provide secondary windows within habitable rooms and as such it would be reasonable to condition that these are obscurely glazed and non opening in the event of planning permission being granted in this instance.

Standard of residential accommodation

15. The Technical housing standards – nationally described space standard (DCLG – 2015) set out the minimum gross internal areas and storage for new dwellings dependant on the number of bedrooms, bed spaces and storeys. The proposal would comprise 8 x single storey units (4 x 2 bedroom dwellings and 4 x 1 bedroom dwellings). The proposed 2 bedroom dwellings would have 3 bed spaces per dwelling and as such the minimum gross internal floor area would be 61 sq. metres per unit, whilst the 1 bedroom dwellings would have 1 bed space per dwelling and thus the minimum gross internal floor area would be 39 sq. metres per unit. All units would exceed the nationally described space standard.
16. Regard is also had for the quality of accommodation in terms of the light the rooms receive and the outlook available. The windows serving the habitable rooms would primarily be located on the front and rear elevations at all floor levels and as such it is considered that the light and outlook available would be well served by natural light with meaningful outlook. Though it is noted that the scheme would also encompass windows within the side elevations, these would be secondary windows to habitable rooms or serving non-habitable rooms. With this taken into account, though it is noted that some of the ground floor windows would be high level windows and thus the quality of the outlook these side windows would be poor, these would serve as secondary windows with the large windows to the front and rear elevation being the main source of light and outlook to the room.
17. Appendix 1, Table 2 of the of the Outlook, Amenity, Privacy and Daylight (2008) SPD sets out the minimum garden amenity areas and details that one bedroom houses and one and two bedroom flats or apartments not suitable for family accommodation and less

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than 65 sq.metres. gross floorspace, including retirement (i.e. non sheltered) accommodation. Of the 8 dwellings proposed, only 1 would have a floor space which exceeds 65 sq. metres and as such would constitute a family home, whilst the other 7 dwellings would not be suitable for family accommodation. The scheme would provide a communal garden area to the rear and balconies for all of the dwellings at first and second floor. Whilst it is noted that the larger of the dwellings, which is located to the front of the scheme at ground floor level, would not have a balcony, it is considered that the communal amenity space to the rear would be sufficient in line with the recommendations set out within Appendix 1 of the Outlook, Amenity, Privacy and Daylight SPD.

Highways and parking

18. The scheme proposes to construct a highway access from St Johns Road which would serve the 8 dwellings. The Highway Authority were consulted on the application and raised no objections subject to a pre commencement condition requiring a Construction Transport Management Plan and pre occupation conditions requiring the vehicular access to be constructed, the proposed parking has been laid out and a fast charge socket is provided for at least 2 of the parking spaces and cycle parking has been provided in the event of planning permission being granted in this instance. It is considered that the conditions suggested by the Highway Authority meet the 5 part test for planning conditions as set out in paragraph 55 of the NPPF and thus would be included in the event of planning permission being granted in this instance.
19. The proposed 2 bedroom dwellings would require off street parking provision for 1 vehicle per unit and the 1 bedroom dwellings would require parking for 0.5 vehicles per unit, resulting in a total of 6 spaces required for the development in line with the Parking Standards SPD (2018). Submitted Proposed Site Layout (drawing No. P.02 C) illustrates that the proposal would provide 6 parking spaces to the front which would be sufficient in line with the Parking Strategy.

Flooding and drainage

20. The Basingstoke Canal is located to the rear of the site. The rear of the site falls within medium, high and very high risk areas of surface water flooding. As such, the flooding and drainage team were consulted on the scheme. Based on the flooding and drainage information submitted in support of the application, approval is recommended on drainage and flood risk grounds providing a condition is included if permission is granted requiring a surface water drainage scheme to be submitted and approval by the local planning authority prior to the commencement of works on site to ensure the application complies with the NPPF and Woking Core Strategy Policy CS9. Given the nature of this condition, it is considered that they would pass the 5 part test for planning conditions as set out in paragraph 55 of the NPPF (2021) and as such will be included in the event of granting planning permission in this instance.

Trees

21. There is a Tree Preservation Order (TPO) Area which adjoins the rear boundary of the site (reference 626/0212/1974) and there is a TPO group close to the front of the site (reference 626/0132/1971). As such, the council's arboriculture officer has been consulted on the proposal. On assessment of the information submitted in support of the application relating to the TPO area, the arboricultural information provided is considered acceptable subject to a pre commencement meeting between the project manager, project arboriculturist and the local authority tree officer. Given the nature of this condition, it is considered that they would pass the 5 part test for planning conditions as set out in

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paragraph 55 of the NPPF (2021) and as such will be included in the event of granting planning permission in this instance.

Sustainability

22. Following a Ministerial Written Statement to Parliament on 25th March, the Code for Sustainable Homes (aside from the management of legacy cases) has now been withdrawn. For the specific issue of energy performance, Local Planning Authorities will continue to be able to set and apply policies in their Local Plans that require compliance with energy performance standards that exceed the energy requirements of Building Regulations until commencement of amendments to the Planning and Energy Act 2008 in the Deregulation Bill 2015.
23. The Council has therefore amended its approach and an alternative condition will now be applied to all new residential development which seeks the equivalent water and energy improvements of the former Code Level 4. Had the development been otherwise acceptable, the above requirements and standards could have been secured by way of planning conditions.

Affordable Housing

24. Policy CS12 of the Woking Core Strategy 2012 states that all new residential development will be expected to contribute towards the provision of affordable housing and that, on sites providing fewer than five new dwellings, the Council will require a financial contribution equivalent to the cost to the developer of providing 10% of the number of dwellings to be affordable on site.
25. Paragraph 63 of the National Planning Policy Framework (NPPF) (2021) sets out that provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas. The site is not within a designated rural area and does not constitute major development (development where 10 or more homes will be provided or the site has an area of 0.5 hectares or more).
26. Whilst it is considered that weight should still be afforded to Policy CS12 (Affordable housing) of the Woking Core Strategy (2012) it is considered that greater weight should be afforded to the policies within the NPPF 2021. As the proposal represents a development of less than 10 units, and has a maximum combined gross floor space of no more than 1000sqm, no affordable housing financial contribution is therefore sought from the application scheme.

Impact on the Thames Basin Heaths Special Protection Area

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

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28. 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 proposed development would require a SAMM financial contribution of **£4452** based on a net gain of 3x two bedroom dwellings (£748 per unit) and 4x one bedroom dwellings (£552 per unit) which would arise from the proposal. The Appropriate Assessment concludes that there would be no adverse impact on the integrity of the TBH SPA providing the SAMM financial contribution is secured through a S106 Legal Agreement. CIL would be payable in the event of planning permission being granted. For the avoidance of doubt, sufficient SANG at Horsell Common has been identified to mitigate the impacts of the development proposal.
29. Subject to securing the provision of the SAMM tariff 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.

Local Finance Considerations

30. The Community Infrastructure Levy (CIL) is a mechanism adopted by Woking Borough Council which came into force on 1st April 2015, as a primary means of securing developer contributions towards infrastructure provision in the Borough. In this case, the proposed residential development would incur a cost of £125 per sq. metres (plus indexation for inflation) on a chargeable floorspace of approximately 437.7sqm (as set out in the additional information form submitted in support of the application). As such, the chargeable amount would be **£70,344.65**.

CONCLUSION

The proposed development is not considered harmful to the character of the area and locality in general subject to a S106 agreement to secure the SAMM contribution.

BACKGROUND PAPERS

Site Photographs dated 11th January 2021.

RECOMMENDATION

It is recommended that planning permission be GRANTED subject to the following conditions:

01. The development for which permission is hereby granted shall 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).

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02. The external finishes of the development hereby permitted shall be in accordance with those specified in the application unless any different materials are first agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

In the interests of the character and appearance of the building and the visual amenities of the area.

03. The window(s) in the first and second floor north and south side elevations of the dwellings 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 floor of the room in which the window is installed.
Once installed the window shall be permanently retained in that condition unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To safeguard the amenities of the adjoining properties.

04. Prior to the occupation of any part of the development hereby permitted, an obscurely glazed screen shall be erected along the east side of each of the rear facing balconies and shall thereafter be maintained to the height and position as approved.

Reason:

In the interests of the amenities and privacy of the occupiers of adjoining residential properties, and the occupiers of the properties the subject of this permission.

05. No part of the development shall be first occupied unless and until the proposed vehicular access to St Johns Road has been constructed and provided with visibility zones in accordance with a scheme submitted and approved in writing by the Local Planning Authority. Thereafter the visibility zones and access 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.

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

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

07. No development shall commence until a Construction Transport Management Plan, 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.
- Only the approved details shall be implemented during the construction of the development.

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Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

08. The development hereby approved shall not be occupied unless and until at least 2 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 submitted to and approved in writing by the Local Planning Authority.

Reason:

In recognition of Section 9 Promoting Sustainable Transport in the National Planning Policy Framework 2021.

09. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans by the Local Planning Authority for:
- (a) The secure parking of at least 8 bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

In recognition of Section 9 Promoting Sustainable Transport in the National Planning Policy Framework 2021.

10. No development shall commence until a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme should demonstrate the surface water run-off generated up to and including the 1 in 100 plus climate change critical storm will not exceed the run-off from the existing site following the corresponding rainfall event.

The drainage scheme details to be submitted for approval shall also include:

I. Calculations demonstrating no increase in surface water runoff rates and volumes discharged from the site compared to the existing scenario up to the 1 in 100 plus climate change storm event.

II. Calculations demonstrating no on site flooding up to the 1 in 30 storm event and any flooding between the 1 in 30 and 1 in 100 plus climate change storm event will be safely stored on site ensuring no overland flow routes.

III. Detail drainage plans showing where surface water will be accommodated on site,

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.

The surface water drainage scheme shall be implemented in accordance with the approved details prior to the first occupation of the development hereby permitted and thereafter it shall be managed and maintained in accordance with the approved details in perpetuity.

Reason:

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

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11. Protective measures shall be carried out in strict accordance with the arboricultural Information provided by Tamala Trees received 28/10/2020 including the convening of a pre-commencement meeting and arboricultural supervision as indicated. No works or demolition shall take place until the tree protection measures have been implemented. Any deviation from the works prescribed or methods agreed in the report will require prior written approval from the Local Planning Authority.

Reason:

To ensure reasonable measures are taken to safeguard trees in the interest of local amenity and the enhancement of the development itself.

12. The development hereby permitted shall be carried out in accordance with the approved plans listed below:

Block Plan - B.01 A dated July 2021 received by the Local Planning Authority on 15.07.2021

Existing and Proposed Sections A-A - P.06 B dated July 2021 received by the Local Planning Authority on 15.07.2021

Existing and Proposed Sections B-B - P.07 C dated July 2021 received by the Local Planning Authority on 15.07.2021

Existing and Proposed Street Scene - P.05 B E dated July 2021 received by the Local Planning Authority on 15.07.2021

Location Plan - L.01 dated July 2020 received by the Local Planning Authority on 15.07.2021

Proposed Plans - P.03.C dated July 2021 received by the Local Planning Authority on 15.07.2021

Proposed Site Layout - P.02.C dated July 2021 received by the Local Planning Authority on 15.07.2021

Proposed Elevations - P.04.C dated July 2021 received by the Local Planning Authority on 15.07.2021

Proposed Site Layout with topographical – P.01.C dated July 2021 received by the Local Planning Authority on 15.07.2021

Reason:

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

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 2021.
02. You are advised that Council officers may undertake inspections without prior warning to check compliance with approved plans and to establish that all planning conditions are being complied with in full. Inspections may be undertaken both during and after construction.
03. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. Please see:
www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs

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04. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway 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.
05. 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.
06. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).