

<b>APPLICATION NUMBER</b>	<b>WO/19/1176</b>
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**DEVELOPMENT AFFECTING ROADS**  
**TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Woking Football Club and GolDev

**Location:** "Land South Of Kingfield Road And East Of Westfield Avenue, Westfield Avenue, Westfield, Woking, Surrey, GU22 9PF"

**Development:** "Redevelopment of site following demolition of all existing buildings and structures to provide replacement stadium with ancillary facilities including flexible retail, hospitality and community spaces, independent retail floorspace (Classes A1/A2/A3) and medical centre (Class D1) and vehicle parking plus residential accommodation comprising of 1,048 dwellings (Class C3) within 5 buildings of varying heights of between 3 and 11 storeys (plus lower ground floor and partial basement levels) on the south and west sides of the site together with hard and soft landscaping, highway works, vehicle parking, bin storage, cycle storage, plant and other ancillary works including ancillary structures and fencing/gates and provision of detached residential concierge building (Environmental Statement submitted)."

<b>Contact Officer</b>	Abigail Solway	<b>Consultation Date</b>	11 December 2019	<b>Response Date</b>	7 April 2020
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who recommends a S106 agreement should be secured before the grant of permission:

**Bus Residential**

To secure £140,000 per year (indexed linked to RPIx, from date of signing the S106) from 50th occupation for a period of 7 years after 80% occupation (Max contribution £1,400,000), to provide the following specification:

- 1) A minimum of a 20 minute frequency public bus service between the site and Woking town centre, with 3 buses per hour operating in each direction.
- 2) The hours of operation would be 6am – 7pm, Monday to Saturday, with a reduced level of service after 7pm.
- 3) The level of service on a Sunday to be 2 buses per hour, between 7am-7pm.

**Bus Stadium**

The Football Club to provide the following service on Event Days at Woking Football Club, from the date of opening in perpetuity:

- 1) A minimum of a 20 minute frequency public bus service between the site and Woking town centre, with 3 buses per hour operating in each direction.
- 2) To provide additional capacity to meet demand. This will require additional vehicles, over the service provided by the 'bus residential'. This service will be provided by the registered local bus service operating as per the 'bus residential' requirements above.
- 3) Operating for circa 90 minutes prior to the event start and 60 minutes after event finish.

### **Bus Monitoring**

The bus services to be provided for 'Bus Residential' and 'Bus Stadium' will be monitored and reviewed by Surrey County Council annually. Service provision may be reviewed and reduced subject to this.

### **Car club**

- 1) Provision of four car club vehicles for a minimum of two years, with all costs associated with the provision of the vehicle including provision of parking space either within a publicly accessible location of the development or on the public highway and pump priming being met by the developer.
- 2) Provision of £50 worth of free travel for car club vehicles for each apartment.
- 3) Provision of one year free membership of the car club for all initial occupants of the residential units.

### **TRO**

- 1) To secure £1,650 (indexed linked to RPIx, from date of signing the S106), for the consultation and implementation of the proposed delivery bay on Westfield Avenue, and the associated Traffic Regulation Orders.
- 2) To secure £1,500 (indexed linked to RPIx, from date of signing the S106), for the consultation and implementation of any additional double and/ or single yellow lines surrounding the stadium.

### **Travel Plan**

To secure the Travel Plan auditing fee of £12,300 (indexed linked to RPIx, from date of signing the S106). This figure arises from the two separate Travel Plans for the residential and stadium element of the planning application (£6,150 per Travel Plan).

All of the above has been agreed in principle by the applicant to be secured within the S106 Agreement, all monies shall be index linked and paid to Surrey County Council.

### **Conditions**

- 1) No part of the development shall be first occupied unless and until the two proposed vehicular accesses to Westfield Avenue have been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

- 2) No part of the development shall be first occupied unless and until the proposed modified vehicular access to Kingfield Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
- 3) The development hereby approved shall not be first occupied unless and until existing accesses from the site to Westfield Avenue have been permanently closed and any kerbs, verge, footway, fully reinstated.
- 4) No part of the development shall be first occupied unless and until the dropped kerb at the Claremont Avenue/ Wych Hill Lane junction has been permanently closed and any kerbs, verge, footway, fully reinstated, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- 5) Each block of 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 for that block 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.
- 6) The Medical Centre of the development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for a minimum of 8 vehicles to be parked for the Medical Centre, 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.
- 7) Each residential block of the development hereby approved shall not be first occupied unless and until 100% of the available parking spaces for that block are provided with the passive infrastructure for electric vehicle charging as required at the time of installation. The installed passive infrastructure shall thereafter be upgraded to provide active/fast charge electric vehicle charging provision to individual parking spaces when requested by any initial occupier of any dwelling within that block (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 prior to first occupation of that block. The submitted scheme shall include technical details of the active/fast charge electric vehicle charging point(s) and a timescale for the provision of the points (when requested by any initial occupier of any dwelling within that block). Active/fast charge electric vehicle charging points shall be provided in accordance with the approved scheme and thereafter permanently maintained as such (unless replaced with more advanced technology serving the same objective).
- 8) The Stadium part of the development hereby approved shall not be first occupied unless and until at least 20% of the available parking spaces are provided with fast charge sockets (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.
- 9) The development hereby approved shall not be first occupied unless and until the proposed pedestrian crossing on Westfield Avenue has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, with a Stage 1 and 2 Road Safety Audit being undertaken.
- 10) The development hereby approved shall not be first occupied unless and until the proposed pedestrian improvements at the Kingfield Road / Vicarage Road / High Street

roundabout have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, with a Stage 1 and 2 Road Safety Audit being undertaken.

11) The development hereby approved shall not be first occupied unless and until the existing double yellow lines are re painted, in accordance with Figure 1A, in the 'Woking Football Club SCC Highways Response Technical Note', dated 03/03/20.

12) 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,

(d) Programme of works (including measures for traffic management),

(e) Provision of boundary hoarding behind any visibility zones,

(f) HGV deliveries and hours of operation,

(g) Vehicle routing,

(h) Measures to prevent the deposit of materials on the highway,

(i) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused,

(j) No HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (adjust as necessary according to individual school start and finish times) nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in local roads during these times,

(k) On-site turning for construction vehicles,

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

13) The stadium part of the development hereby approved shall not be first opened unless and until an Event Management Plan is made, specifying arrangements for the Football Stadium Match Days, to include details of:

(a) Site contact details, for the person responsible for managing special events,

(b) Management of the signalised pedestrian crossing on Kingfield Road,

(c) General management of the surrounding area during match days,

has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.

14) Each block of the development hereby approved shall not be first occupied unless and until the following facilities for each block have been provided in accordance with an overall scheme to be submitted to and approved in writing by the Local Planning Authority to include:

- (a) The secure parking of a minimum of 1,048 bicycles within the development site,
- (b) A minimum of 1,048 fold up bicycles located within the residential units,
- (c) Providing safe routes for pedestrians / cyclists to travel between Kingfield Road/ Westfield Avenue and the development site,
- (d) Information pack to be provided to all initial residents 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.

- 15) No part of the development shall be first occupied unless and until the following package of measures are implemented at the applicant's expense in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

**'Leisure centre' bus stops on Kingfield Road**

- (a) The provision of raised kerbing (to a height of 140mm over a 9.0m length) to ensure level access onto / off buses for those with mobility issues,
  - (b) Clearways with a 23m bus cage to protect the bus stop,
  - (c) A review of the bus stop laybys for accessibility, and improvements to this as necessary,
  - (d) New large bus shelters,
  - (e) RTPI displays to be installed within both bus shelters, and one RTPI to be installed within the transport hub of the development,
  - (f) Improvements and lengthening/ widening to the pedestrian refuge island that connects the two bus stops,
  - (g) Resurfacing of the footway, and widening of the blacktop that leads from the stadium to the bus stops.
- 16) The submission, agreement, implementation, maintenance, monitoring, review and modification as necessary of two Travel Plans for the Stadium and Residential units, as agreed in the Travel Plans dated March 2020. The approved Travel Plans shall be implemented upon first occupation. The applicant shall implement and monitor the approved Travel Plans in accordance with Surrey County Council's Travel Plan guidance, and for each subsequent occupation of the development thereafter maintain and develop the Travel Plans to the satisfaction of the Local Planning Authority.

**Reasons**

- 1) The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.
- 2) The above conditions are required in recognition of Section 9 "Promoting Sustainable Transport " in the National Planning Policy Framework 2019.

**Policy**

The above conditions are required in order to meet the objectives of the NPPF (2019), and to satisfy the Woking Borough Council Local Plan.

### **Highway Informatives**

- 1) 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 or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
- 2) 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/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
- 3) The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
- 4) 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).
- 5) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
- 6) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
- 7) When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developer's expense.

- 8) The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan.
- 9) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 10) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 11) 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.

### **Note to Case Officer**

The local key junctions have all been modelled and the results included as part of the Transport Assessment. The audits have all been assessed by our Modelling Team at Surrey County Council, and have all passed. The Highway Authority had concerns with the results of two of the junctions- the Westfield Road/Kingfield Road junction, and the Kingfield Road/ Vicarage Road / High Street roundabout. Rather than increasing capacity at these junctions for vehicles, it was agreed that pedestrian safety improvements were more necessary. A scheme for a zebra crossing has been drawn up for the Westfield Road/Kingfield Road junction, and more minor pedestrian crossing improvements have been drawn up for the Kingfield Road/ Vicarage Road / High Street roundabout. The final approved schemes will need to go through stage 1 and 2 Road Safety Audits. Subject to the outcomes of these, the schemes may need to be amended accordingly. The works should then be undertaken through Mini S278, or full S278 agreements with Surrey County Council.

The March 2020 versions of the Travel Plans for the stadium and the residential units have been agreed with our Travel Plan Officer at Surrey County Council.

The improvements to the bus stops will require liaison between the developer, Highway Authority and Passenger Transport Team. The Highway Authority would like the developer to consider closing off the existing bus laybys, but this will need to be drawn up, and again the final approved scheme will need to go through a stage 1 and 2 Road Safety Audit. Subject to the outcomes of this, the scheme may need to be amended accordingly. The works should then be undertaken through a Mini S278, or full S278 agreement with Surrey County Council.