

Land South of Kingfield Road, and East of Westfield Avenue, Westfield, Woking

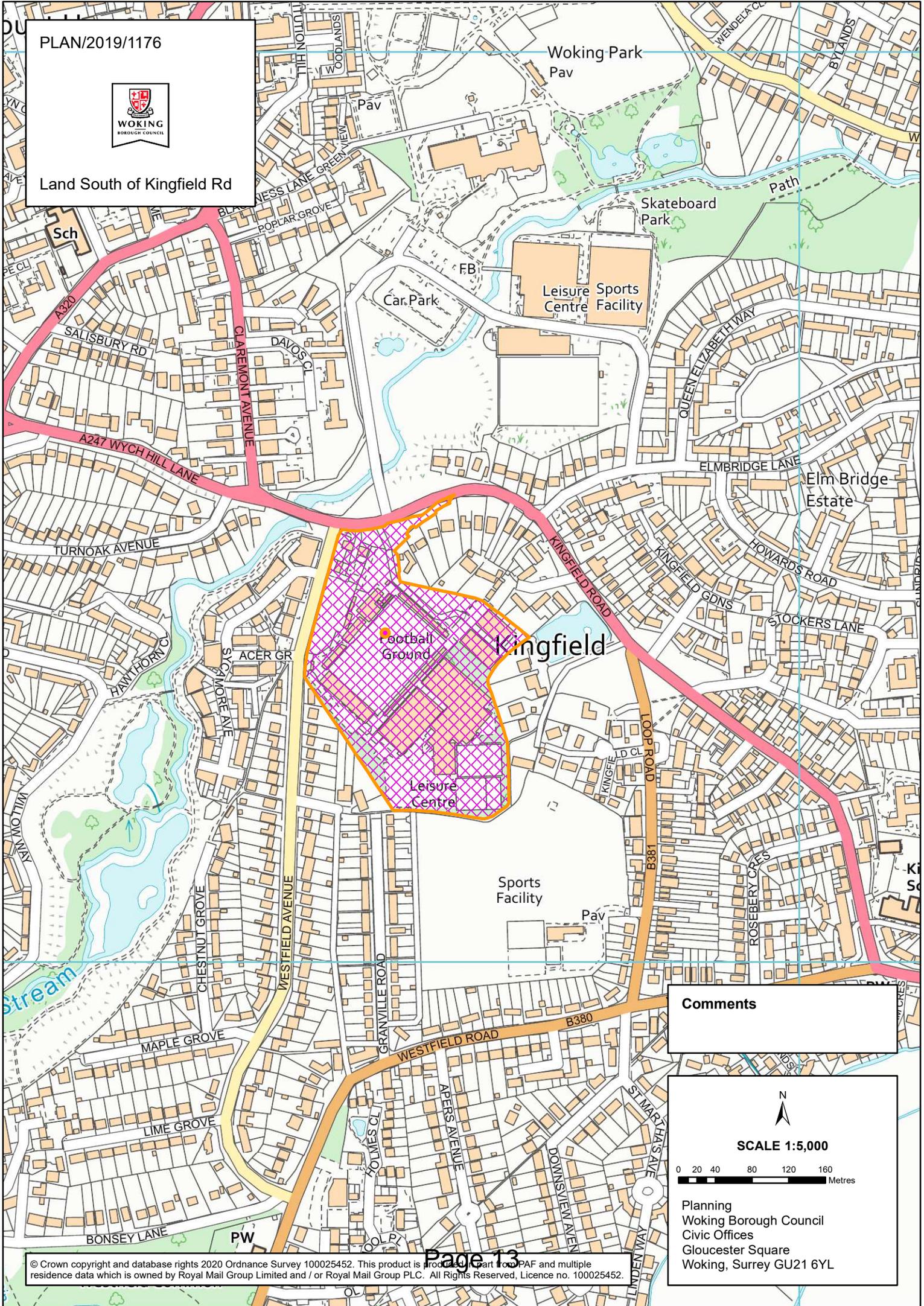
PLAN/2019/1176

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).





Land South of Kingfield Rd



Comments

N

SCALE 1:5,000

0 20 40 80 120 160 Metres

Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking, Surrey GU21 6YL

6a PLAN/2019/1176

WARD: HV

LOCATION: Land south of Kingfield Road and east of Westfield Avenue, Westfield, Woking, GU22 9PF

PROPOSAL: 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).

APPLICANT: Woking Football Club and GolDev Woking

OFFICER: Benjamin Bailey

REASON FOR REFERRAL TO COMMITTEE

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

SUMMARY

The application proposes a new stadium for Woking Football Club (WFC), being re-provided within the site. The proposal also includes housing on surrounding land. Other associated highways, public realm, car parking and retail/community/commercial development (within the stadium) are proposed.

The two main elements of the application are:

- (i) 9,026 spectator (4,168 seated and 4,858 standing) capacity football stadium with ancillary and community / retail uses;
- (ii) Housing development on adjoining and surrounding land comprising 1,048 dwellings.

Full planning permission is sought for all development.

The development would be phased over approximately six years, with obligations within the Executive Undertaking requiring the stadium to be completed and capable of use for its intended purpose(s), including the medical centre and retail / flexible use areas being constructed at least to 'shell and core' level, before the occupation of no more than 606 dwellings (which must include Blocks 1 and 2 – being the affordable dwellings). Obligations within the Executive Undertaking would also ensure that the new stadium will be completed within two years of start on site and at this present time, Woking Football Club (WFC) will vacate May 2022 and return May 2024, during which period WFC will ground share at a different location. Obligations within the Executive Undertaking would also ensure that the Woking Gymnastics Club building, and David Lloyd facilities, will not be demolished until such time as a replacement facilities have been constructed and are capable of use for their intended purpose(s) on alternative sites.

23 JUNE 2020 PLANNING COMMITTEE

The development would provide 468 affordable dwellings (being Blocks 1 and 2), with obligations within the Executive Undertaking requiring these blocks to be constructed and capable of occupation before any market dwellings (within Blocks 3, 4 and 5) are occupied.

A proposal of this nature raises issues relating to both the stadium and the housing, with the application attracting much public interest with large numbers of submissions in support and in objection.

This assessment takes into account relevant Development Plan policies, the National Planning Policy Framework, information in an Environmental Statement and other environmental information, and considers the three elements of sustainable development; the economic, social and environmental impacts.

The proposal would optimise the use of a Previously Developed Land (PDL) within the Urban Area and enhance the local economy. It would provide an opportunity to improve the financial sustainability of WFC, retaining its home at Kingfield, which will maintain its heritage and identity and help secure and expand its existing wide ranging community and sporting role in the area. New housing, commercial uses and public realm improvements would add to this and provide housing choice and enhance local economic activity.

The provision of a large spectator venue and high density housing will have implications for future residents and impacts on the character and amenity of the surrounding area and local transport network, with this including impacts on the townscape, the living conditions of neighbours, noise and disruption, pressure on local infrastructure and parking, as well as traffic and public transport congestion.

Given these impacts, and the nature and scale of the scheme and its uses, mitigation through planning conditions and obligations within the Executive Undertaking would be necessary if the application was approved. This would also ensure harm is minimised in respect of match-day activity and general transport effects.

Ultimately where harmful impacts from the development remain it is necessary for Members to balance these against other material planning considerations, in particular the public benefits of the scheme, to consider if these outweigh the harm.

Taking all these matters into account, and balancing the benefits of the development against the harm, approval is recommended, owing to the overall positive social, economic and environmental impacts. This approval is subject to planning conditions recommended to safeguard the details of the development, secure mitigation measures and to restrict the proposals to the parameters assessed in the Environmental Statement and planning application.

PLANNING STATUS

- Urban Area
- Thames Basin Heaths Special Protection Area (TBH SPA) Zone B (400m-5km)
- Surface Water Flood Risk (Medium, High, Very High – all partial)
- Adjacent to Locally Listed Building (Kingfield Cottage, Kingfield Green)
- Common Land (very northern extent of site adjacent to Kingfield Road – CL122)

RECOMMENDATION

That the Planning Committee resolves to **Grant** planning permission subject to:

1. The prior resolution of the Council's Executive to give effect to measures within the Executive Undertaking (as set out at the conclusion of this report);
2. Planning permission being granted on application reference PLAN/2019/1177 (Land south of Hoe Valley School and east of Railway Tracks, Egley Road, Woking, GU22 0NH) either by:
 - (i) the Local Planning Authority, or
 - (ii) the Secretary of State for Housing, Communities and Local Government following 'call-in' under the provisions of the Town and Country Planning (Consultation) (England) Direction 2009;
3. Completion of an Appropriate Assessment, supported by Natural England; and
4. Planning conditions set out at the end of this report.

The Planning Committee is also requested to authorise the Development Manager (or their authorised deputy) to take all necessary action in connection with points 1-4 above.

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

SITE DESCRIPTION

The application site has an area of approximately 5 hectares and is adjoined to the north by Kingfield Road and residential properties associated with Kingfield Road and Kingfield Drive, to the east by residential properties associated with Kingfield Green, beyond which is an area of Urban Open Space containing a pond, to the south by a row of trees and footpath, beyond which lies Loop Road Recreation Ground and residential properties associated with Granville Road, and to the west by Westfield Avenue and residential properties associated with Westfield Avenue and Westfield Grove.

The central area of the site is occupied by a football stadium (Woking Football Club), comprising of various stands and terrace and set on a north-east to south-west orientation. The south-eastern area of the site contains a collection of large-footprint buildings accommodating a David Lloyd Centre (including open-air tennis courts and surface car parking). The north-eastern area of the site contains two large-footprint buildings accommodating Woking Snooker Centre and Woking Gymnastics Club, with associated surface car parking. The north-western area of the site comprises an area of hoarded, largely vacant land and four residential buildings which are situated in the north-western corner of the site.

RELEVANT PLANNING HISTORY

The site has a relatively extensive planning history associated with the existing uses. The below are the most recent:

PLAN/2020/0078 - Proposed siting of a portacabin within the staff car parking area directly outside the club building for use by Woking Gymnastics Club (Use Class D2). Permitted subject to conditions (13.05.2020)

PLAN/2019/0452 - EIA Scoping Opinion in respect of a proposed development including demolition of the existing buildings and structures followed by the construction of a new 10,001 capacity football stadium, approximately 2,500 sq.m of retail (Classes A1-A5) space, up to 1,250 residential units including affordable housing (Class C3) in 5 buildings ranging from 2 - 10 storeys in height, new public realm and a semi submersed area below each residential building to accommodate car parking, cycle stores, refuse stores and plant providing for up to 650 car parking spaces, along with approximately 1,250 cycle spaces. Environmental scoping opinion issued (12.07.2019)

SUMMARY OF PROPOSED DEVELOPMENT

The application proposes a new stadium for Woking Football Club (WFC), being re-provided within the site. The proposal also includes housing on surrounding land. Other associated highways, public realm, car parking and retail/community/commercial development (within the stadium) are proposed.

Full planning permission is sought for all development.

In summary the proposal is for:

- A 9,026 spectator capacity stadium (4,168 seated and 4,858 standing) with associated public realm works
- A new central axis boulevard along the west and south sides of the stadium
- Two new pedestrian 'streets' linking the boulevard to Westfield Avenue
- 1,048 dwellings
- Other related uses including retail, community and medical centre
- Parking for 915 cars (855 for residential development (including 20 tandem spaces and 3 community concierge spaces) and 60 for the stadium)

Floor areas for the proposed uses are shown in the table below:

Land Use	Area sqm (Gross Internal Area (GIA))
Residential (including the community concierge building and ancillary space) (C3)	81,186
Stadium (including hospitality areas, kiosks etc and ancillary spaces) (D2)	7,732
Medical centre (including pharmacy and ancillary space) (D1)	1,151
Flexible retail space (A1/A2/A3)	335
Community / Commercial (D1/B1)	429
Total	90,833

The stadium is at the heart of the development. The masterplan for the scheme sets the five residential blocks around the central axis boulevard, which orientates north-south providing

23 JUNE 2020 PLANNING COMMITTEE

primary pedestrian access from Kingfield Road and Woking Park. Improvements to the Kingfield Road entrance would direct activity to a community concierge at the entrance to the site and to the stadium.

Commercial uses such as retail (A1/A2/A3), including a club shop are envisaged along the western side of the stadium with community (D1) and commercial uses (B1), including the medical centre (D1), at upper levels of the stadium. Beyond the stadium, residential development would be set approximately 1.5m above street level to facilitate undercroft car parking and provide defensible space, particularly on match days. Whilst set slightly above street level active uses to are proposed to the ground floor level of the residential development. The central boulevard and two new streets linking to Westfield Avenue extend around the west and south of the stadium with areas to the north and east of the stadium intended for ancillary functions and car parking.

New Football Stadium

The proposed stadium lies on a north – south axis and has a capacity of 9,026 spectators comprising 4,168 seats located within the east and west stands and a further 4,858 capacity for standing are located in the north and south stands. The stadium also provides a variety of ancillary uses within a flexible layout that delivers usable space on both match days and non-match days. A medical centre, retail units and hospitality areas are located within the stadium and are accessible at ground level from the boulevards proposed around the stadium.

Size

At its greatest extent the stadium is approximately 160m long and 100m wide. It covers much of the central part of the site, appearing from above as two distinct “L’s”. It has a maximum height of 42.8m AOD (above Ordnance Datum) on the western side, dropping down in height on the eastern side.

The west stand is the largest in capacity terms containing the hospitality areas and 2,912 seats overall. The east stand is the smallest in capacity terms containing 1,256 seats.

Uses

Apart from the football pitch and spectator seating and standing areas, the stadium has a range of related uses. The floor area located underneath the spectator tiers would house changing rooms, medical treatment areas and club offices alongside concourses, kiosks and toilets. A club bar would be provided in the north-western corner at first floor level, with stores, staff and stewards’ rooms and a player lounge also accommodated at first floor level within the west and north stands.

The table below shows the overall spectator capacity within each stand:

Stand	Seated	Standing	Disabled	Companion	Directors (seated)	Corporate (seated)	Sub-totals
West	2048	-	18	18	174	654	2912
North	-	2420	5	5	-	-	2430
East	1224	-	16	16	-	-	1256
South	180	2240	4	4	-	-	2428
Total	3452	4660	43	43	174	654	9026

23 JUNE 2020 PLANNING COMMITTEE

Hospitality – Various refreshment kiosks are found throughout the stadium for home and away supporters, with hospitality boxes and a club bar also being provided in the west and north stands.

Medical centre – Space for a medical centre (Use Class D1) is provided at second floor level within the north stand.

Retail – Space for flexible retail (Use Classes A1, A2, A3) is provided at ground floor level within the west stand.

Commercial – Space for flexible (Use Classes B1 and D1) is provided at first and second floor levels within the west stand.

Rugby

Numerous letters of representation refer to the potential for the use of the stadium by a professional rugby team. Supporting documents, including the Environmental Statement, have not fully considered such a use. Therefore the application only proposes use of the stadium for football purposes. Condition 09 would limit the use of the stadium to prohibit rugby use, with this to enable the potential impacts to be assessed and appropriately controlled if a specific and sufficiently detailed proposal is put forward. Should approval be given, a separate consent would be required for rugby.

Standalone musical performance

Numerous letters of representation refer to the potential for the use of the stadium for the staging of a standalone musical performance. Supporting documents, including the Environmental Statement, have not fully considered such a use. Therefore the application only proposes use of the stadium for football purposes. Condition 09 would limit the use of the stadium to prohibit use for the staging of a standalone musical performance, with this to enable the potential impacts to be assessed and appropriately controlled if a specific and sufficiently detailed proposal is put forward. Should approval be given, a separate consent would be required for the staging of a standalone musical performance.

Access

The main access to the stadium would be from Kingfield Road to the north although it would also be possible to access the stadium from Westfield Road to the west. The site layout allows for public access around the stadium to the west, north and south sides, with the east side likely only accessible on match days.

Design

The stadium encloses the four sides of the football pitch. Owing to the siting and massing of the surrounding buildings that are proposed, there would be no wide views of the full elevations of the stadium. The design is a combination of two distinct masses and from above appear would as two distinct “L’s” with the stadium dropping in scale to the east.

The north and west elevations are the “public face” of the stadium seen from the main approach and the new main boulevard. They contain glazed frontage at ground floor level. The south and east elevations “wrap” around the two smaller spectator decks and have a more simplified appearance. Entrance points are clearly defined within a solid precast concrete base, which sits beneath a lighter translucent upper.

23 JUNE 2020 PLANNING COMMITTEE

The boulevard areas that extend around the outside of the stadium to its west, south and north are designed to be durable and capable of accommodating large crowds. Textures and patterns will be used in paving to provide interest, with street trees sited to add greenery. The west and south boulevards would be accessible to the public at all times.

Residential Development

1,048 dwellings with associated parking and amenity space are proposed in five blocks around the stadium as follows:

Block No.	No. of Dwellings
1	191
2	277
3	138
4	211
5	231
Total	1,048

In addition, a single storey community concierge building is proposed to the north-west of the stadium, which will provide a variety of services including a facility to take deliveries, provide space for bike repair and facilitate a car share scheme.

The housing takes the form of a mixture of flats and townhouses / duplexes. The housing size ranges from studio flats to 3 bedroom townhouses. The following table lists the accommodation schedule proposed by the applicant.

Unit type	No. of Units					
	Block 1	Block 2	Block 3	Block 4	Block 5	Total
Studio	-	58	30	26	26	140
1 Bed	54	88	33	53	51	279
2 Bed	137	58	29	57	71	352
3 Bed	-	-	-	1	-	1
1 Bed TH/DP	-	20	15	28	32	95
2 Bed TH	-	24	18	12	19	73
2 Bed DP	-	24	12	32	32	100
3 Bed TH	-	5	1	2	-	8
Total	191	277	138	211	231	1,048

Community Concierge

The Community Concierge building is located in the northern part of the site, close to the entrance from Kingfield Road. The block is located at street level and would be single storey in height.

Block 1

Block 1 is located in the north-west of the site close to the junction of Kingfield Road and Westfield Avenue, and therefore presents elevations to both of these streets, and is roughly 'U' shaped plan at its tallest levels with a three storey element fronting part of Westfield Avenue. The block would be located on a low podium, with one level of parking below for 107 cars, and would meet the street level at various points, including at its curved north-eastern corner. Residential entrances would be provided at both street and podium levels. The block would be arranged around a podium level central courtyard for the use of residents.

23 JUNE 2020 PLANNING COMMITTEE

The block would range in height between three and ten storeys. The building envelope would range from 31.5m AOD (Above Ordnance Datum) to the west stepping up to a maximum of 58.5m AOD towards the north-east.

Block 2

Block 2 is located south of Block 1 beyond an intervening pedestrian street. This block would also utilise a roughly 'U' shaped plan at its tallest levels with a three storey element fronting part of Westfield Avenue. The block would be located on a low podium with one level of parking below for 121 cars, and would meet the street level at various points. Residential entrances would be provided at both street and podium levels. The block would be arranged around a podium level central courtyard for the use of residents.

The block would range in height between three and ten storeys. The building envelope would range from 31.5m AOD to the west stepping up to a maximum of 58.5m AOD towards the north-east.

Block 3

Block 3 is located south of Block 2 beyond an intervening pedestrian street. This block would utilise a roughly 'L' shaped plan with the part closest to Westfield Avenue being two storeys in height. The block would be located on a low podium, with one level of parking below for 124 cars, and would meet the street level where it fronts the new boulevard. Residential entrances would be provided at both street and podium levels. A podium level amenity area would be located to the west for the use of residents.

The block would range in height between two and eight storeys. The building envelope would range from 32.5m AOD to the west stepping up to a maximum height of 53.5m AOD to the north-east.

Block 4

Block 4 is located to the south of the stadium on the western part of the site. This block would utilise a roughly 'H' shaped plan, with the western 'arm' being slightly truncated. The block would be located on a low podium, with two levels of parking below for 260 cars, and would meet the street level at various points. Residential entrances would be provided at both street and podium levels. A podium level amenity area would be located to the south for the use of residents.

The block would range in height between four and eleven storeys. The building envelope would range from 35.5m AOD stepping up to a maximum height of 62.5m AOD to the east.

Block 5

Block 5 is located to the east of Block 4 beyond an intervening pedestrian street. This block would utilise an 'H' shaped plan. The block would be located on a low podium, with two levels of parking below for 220 cars (plus 20 tandem spaces), and would meet the street level at various points. Residential entrances would be provided at both street and podium levels. A podium level amenity area would be located to the south for the use of residents.

The block would range in height between four and nine storeys. The building envelope would range from 32.5m AOD stepping up to a maximum height of 56.5m AOD to the west.

Environmental Impact Assessment

Owing to the nature of the proposed development, falling within Schedule 2 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as an urban development project, an Environmental Impact Assessment was required. Before determining the application the Local Planning Authority must consider the environmental information contained in the Environmental Statement (ES), as well as representations from consultees about the environmental effects of the development.

The ES assesses the likely environmental impacts from the development including its construction and operation. The ES identifies the existing (baseline) environmental conditions, and the likely environmental impacts (including magnitude, duration, and significance) and also identifies measures to mitigate any adverse impacts. A summary of potential positive and negative residual effects remaining after mitigation measures is also given.

The ES itself does not necessarily consider compliance with planning policies and so planning permission does not have to be granted or refused based on its findings, but these are material considerations.

The ES contains analysis of impacts for the following topics:

- Demolition and Construction
- Socio-Economics
- Highways and Transport
- Air Quality
- Noise and Vibration
- Wind Microclimate
- Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare
- Water Resources, Drainage and Flood Risk
- Townscape and Visual Impact Assessment

CONSULTATIONS

County Highway Authority (CHA) (SCC) - No objection subject to Executive Undertaking and conditions (conditions 16-31 refer).

SCC Countryside (Rights of Way) - No comments received.

SCC Lead Local Flood Authority - Under local agreements, the statutory consultee role under surface water drainage is dealt with by Woking Borough Council's Flood Risk Engineering Team.

SCC County Archaeologist - No objection subject to condition. Due to the large area of the site recommend that an archaeological trial trench evaluation/targeted test pitting exercise should be undertaken in the first instance to confirm any areas which are likely to have retained archaeological potential; will allow further decisions to be made about what (if any) mitigation measures are necessary. Nothing to suggest remains worthy of preservation in situ will be present (condition 64 refers).

Environment Agency - No objection subject to foul water condition (condition 58 refers).

Natural England - No objection subject to compliance with TBH SPA Avoidance Strategy.

23 JUNE 2020 PLANNING COMMITTEE

Sport England - No objection subject to grampian condition (condition 70 refers).

Surrey Wildlife Trust - Recommend conditions for Landscape and Ecological Management Plan (LEMP), Sensitive Lighting Management Plan and precautionary manner of working for reptiles (conditions 47-50 refer).

Historic England - On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

National Grid - No comments received.

Network Rail - No objection subject to Event Management Plan condition (condition 28 refers).

South Western Railway - No comments received.

National Planning Casework Unit - No comments to make on the environmental statement.

Thames Water - Inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. However no objection subject to foul water condition (condition 57 refers).

WBC Drainage and Flood Risk Engineer - No objection subject to conditions (conditions 53-56 refer).

WBC Contaminated Land Officer - No objection subject to conditions (conditions 59-63 refer).

Wood Environment & Infrastructure Solutions UK Ltd - (Air quality consultant) (acting for WBC EH) - Chapter 8 of the ES (Environmental Statement) has concluded that there will be no significant impacts to existing or proposed sensitive human receptors during the construction or operational phases of the Proposed Development. After independent review of Chapter 8 recommends conditions (conditions 33-36 refer).

Wood Environment & Infrastructure Solutions UK Ltd (Noise and vibration consultant) (acting for WBC EH) - Recommends conditions 37-44.

RPS Consulting UK & Ireland (External lighting consultant) (acting for WBC EH) - Recommends condition 45.

WBC Arboricultural Officer - No objection subject to conditions (conditions 14 and 52 refer).

WBC Planning Policy - Draft Site Allocations DPD should be given substantive weight.

WBC Historic Buildings Consultant - No objection.

WBC Housing Services - Housing Services supports this planning application which will help through its scale of development to meet needs from the Housing Register for smaller dwellings, which is where the majority of needs lie (48% of current needs are for one bed dwellings and 32% for 2 bed dwellings). The Shared Ownership dwellings will, in turn, help

23 JUNE 2020 PLANNING COMMITTEE

to address under-provision in this sub-sector in recent years and therefore also assist meeting housing needs.

Joint Waste Solutions - Content with proposed provisions; may need to consider spreading collections over a number of days each week to serve the quantity of bins (condition 46 refers).

Affinity Water - No comments received.

Arriva Buses - No comments received.

UK Power Networks (UKPN) - No comments received.

Southern Gas Networks (SGN) - No comments received.

Clinical Commissioning Group (CCG) - No comments received.

Fairoaks Airport Ltd - No objection.

Surrey Police (Crime Prevention Design Adviser) - Various comments re: Gold Accreditation (residential), Secure By Design (commercial), Park Mark (parking), Public Realm areas to be developed in consultation with the Surrey Police Design Out Crime Officers and the Counter Terrorism Security Advisor.

Surrey Fire and Rescue Service - The Fire Authority do not have any objection to the proposed re-development at the above location. The Fire Authority will in due course (should the application be successful) make observations under The Building Regulations 2010, and comment under The Regulatory Reform (fire safety) Order 2005.

Surrey CC Spatial Planning Team and Minerals and Waste Team - We do not have any comments to make.

Guildford Borough Council - No comments received (although consultation from WBC acknowledged).

REPRESENTATIONS

A high number of representations have been received, both in objection and support; the majority of representations refer to both this application and PLAN/2019/1177 within the same text. Some comments originate outside of Woking Borough and some originate from abroad. Some comments have duplications (i.e. an individual/group has submitted several separate representations), some comments have unusual names and some comments do not provide originator addresses (which the LPA does not insist upon for any application).

Objection:

x1,841 representations in objection have been received raising, in summary, the following main points:

A petition in objection to the proposed development is also hosted on the website Change.org, which contains x1,533 signatures (as of 11 June). The start of this petition pre-dates submission of the current application but the petition makes reference to PLAN/2019/1176.

23 JUNE 2020 PLANNING COMMITTEE

Character/Heritage

- Planned development will dramatically change the local area
- Proposed development will create an obtrusive and unattractive skyline
- Out of character
- Not in town centre so excessive heights contradict sections 3.8, the spatial vision, sections 26-28 and 54-56 of Woking Design SPD (2015) as well as section 25 and 28 of NPPF
- No need for a new community hub
- Development is too large for the area
- Woking is a town – not an inner city
- Wrong location for a 10k stadium with facilities for concerts etc, this is a family residential area
(Officer Note: Condition 09 prevents use of the proposed stadium for the playing of professional rugby, or standalone musical performances, without further consent)

Amenity

- Loss of daylight/sunlight for residents
- Overshadowing
- Loss of privacy to many homes / Overlooking
- Generation of noise level
- Increase in noise and light pollution
- Overcrowding
- Using Green Belt Land
(Officer Note: This comment appears to relate to application PLAN/2019/1177)
- Air quality issues
- Lack of suitable outdoor space
- Have a negative impact on waste drainage and water supply facilities for the area
- Loss of green land
- Flood risk – South Woking has suffered from flooding over many years Thames Water have stated there would be insufficient drainage
- Ecology and biodiversity concerns
- Area is currently low density
- Colour of the proposed buildings not in line to the other houses
- Loss of 1/3 trees on site and potential damage to remaining trees – even though additional tree planting is planned they will take many years to reach maturity

Highways/Transport/Parking

- Insufficient parking spaces for residents and supporters – not even 1 space allocated to each apartment
- Increase in vehicular traffic will have a major detrimental effect on CO² in the atmosphere
- Increase in traffic volume
- Health and safety concerns for emergency vehicles due to local roads being blocked
- Public transport is non-existent and traffic on the roads surrounding the stadium is unbearable
- Roads already full with potholes and increased traffic will make this worse
- Traffic surveys that were undertaken from 10th – 20th May, this doesn't show a true representation of traffic as this is exam period for schools/colleges and outside the football season
- Train service at peak times is already dangerously overcrowded
- No traffic plan has been created

23 JUNE 2020 PLANNING COMMITTEE

- Use of Loop Road as an access point will severely affect the use of the playing field, impact house prices, and it is already impacted by cars parking along it on match day
(Officer Note: Any potential use of Loop Road playing fields for demolition and construction access/egress has not been assessed within the Environmental Statement (ES) and is precluded by condition 27)
- Access for emergency vehicles will be a struggle

Infrastructure/Other matters

- Lack of affordable and residential homes, there is no need for more flats
- Kingfield is not a town centre
- 10,000 new capacity unnecessary and not needed, not a requirement for promotion to League Division 2 – stadium only attracts around 2,000 on 'big' match days
- High-over density of development
- Lack of consultation and engagement by developers with the local community
- Wrong and unsuitable location for proposed development
- Sewerage and other basic demand issues
- Potential increase in anti-social behaviour due to live music and other events, as well as an increase in potential crime
(Officer Note: Condition 09 prevents use of the proposed stadium for the playing of professional rugby, or standalone musical performances, without further consent)
- Misleading application – claims the stadium is beneficial for the local community but not evidence to support this
- No consideration for residents and workers in Woking
- Non-NHS medical centre – not beneficial to residents
- Proposal goes against Woking Borough Council and Surrey County Council guidelines
- Proposal contradicts Policy CS1 and CS21 of the Core Strategy
- 10 years for development to fully complete is an intolerable burden, and not in the interest of the local community
- Haven't taken into account the safety of children living near construction sites
- Properties will lose value due to the 4-5 years of construction
(Officer Note: Potential impacts to property values does not constitute a material planning consideration)
- Over-development and overcrowding of the site
- Negative impact on wildlife
- Dust pollution
- Kingfield is a quiet low-rise residential area, not suitable for a Town Centre feel
- Adding more strain to already struggling and full capacity primary and secondary schools
- Roads need to be improved to be able to handle such a large development
- More accidents likely to happen on the roads
- Quality of living will decrease
- Flooding an issue which hasn't been resolved by the Council
- Height and density is unprecedented for the area
- Impact of concerts and other stadium events have not been considered in the Environmental Statement, Design and Access Statement or Planning Statement
(Officer Note: Condition 09 prevents use of the proposed stadium for the playing of professional rugby, or standalone musical performances, without further consent)
- Development fails to make a positive contribution to the current area as required by CS11

23 JUNE 2020 PLANNING COMMITTEE

- Environmental Impact Assessment has not address issues such as the local natural habitat and wildlife
- Why is public funds being used for this development
(Officer Note: Funding arrangements do not constitute a material planning consideration)
- Council promotes high density development only in the main town centre, Kingfield is not part of this as stated In the Core Strategy 2012
- Proposal based on inaccurate assumptions
- Building footprints are oversized compared to the area
- No demand for concerts and events in an out of town location
(Officer Note: Condition 09 prevents use of the proposed stadium for the playing of professional rugby, or standalone musical performances, without further consent)
- No agreement from the NHS that the medical centre will be of use to the public
- Inappropriate use of tax payers money – is the development financially viable?
(Officer Note: Funding arrangements do not constitute a material planning consideration)
- Proposal offers no upgrades to the local infrastructure such as schools
- According to Thames Water there is no foul water infrastructure to support the development
- No consultation regarding the change of use to a multi-function stadium
(Officer Note: Condition 09 prevents use of the proposed stadium for the playing of professional rugby, or standalone musical performances, without further consent)
- Will there be different licences for the different uses for the stadium?
- Will there be restrictions on light/noise for certain days of the week and times of the day?
(Officer Note: Conditions 07, 09, 10, 11 and 37-45 (inclusive) refer)
- Inappropriate development for the sewerage load
- Meadow Sports FC will be impacted
(Officer Note: The reason for this comment is not clear. Condition 27 precludes any potential use of Loop Road playing fields for demolition and construction access and egress)
- Woking FC will be unable to play in Woking for several years (mention of them playing in Farnborough), this will mean they lose revenue at supporters may not be able to travel to games
- No funds left to afford full-time players once the stadium us built
- Woking FC wouldn't be able to afford the ongoing maintenance costs
- Pond is likely to be polluted
- This project appears to be financially driven and is not there to accommodate affordable housing
- That area of Woking does not have many high rise buildings – this expansion will change the character of the area by adding multiple tall buildings. The proposed blocks are Tall Buildings. According to the Woking Design SPD (2015), they are not allowed outside of the core of the Town Centre as defined in the Core Strategy (2012). This proposal therefore contradicts policy CS1 of the Core Strategy.

Support:

x4,777 representations in support have been received raising, in summary, the following main points:

- Club in need of an upgrade
- Opportunity to create a real community 'focus' in the town

23 JUNE 2020 PLANNING COMMITTEE

- New facilities will attract more supporters
- Vital for economic growth in the town
- Development crucial to safeguard the future of one of Woking's most important community institutions
- Proposed development likely to reduce noise and light pollution due to the relocation of the stadium, and access being shielded by residential blocks. Noise will also be screened and reduced
- Visual benefits – illustrations show the design has been carefully considered to minimise impacts created by multi-storey buildings
- Provides medical centre
- Urgent requirement for new housing within the borough, due to Green Belt finding another site would be difficult
- Woking is contributing to a sustainable way of living
- Will provide extra facilities for the area
- Cost of running the current stadium is insufficient
- Football ground predates most of the residential development in the vicinity – redevelopment is an obvious requirement
- Sustainable development – provides facilities such as basic retail, medical treatment on site for new residents and those living in the vicinity, close proximity to train station
- Provides a future for the club and some much needed local infrastructure
- Medical centre will create jobs and help reduce waiting lists in the local community
- Provides a new sustainable home for Woking FC

RELEVANT PLANNING POLICIES

National Planning Policy Framework (NPPF) (2019)

Section 2 - Achieving sustainable development

Section 4 - Decision-making

Section 5 - Delivering a sufficient supply of homes

Section 6 - Building a strong, competitive economy

Section 7 - Ensuring the vitality of town centres

Section 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

South East Plan 2009

Saved Policy NRM6 - Thames Basin Heaths SPA

Woking Core Strategy (2012)

CS1 - A spatial strategy for Woking Borough

CS7 - Biodiversity and nature conservation

CS8 - Thames Basin Heaths Special Protection Areas

CS9 - Flooding and water management

CS10 - Housing provision and distribution

CS11 - Housing mix

CS12 - Affordable housing

CS15 - Sustainable economic development

CS16 - Infrastructure delivery

23 JUNE 2020 PLANNING COMMITTEE

CS17 - Open space, green infrastructure, sport and recreation
CS18 - Transport and accessibility
CS19 - Social and community infrastructure
CS20 - Heritage and conservation
CS21 - Design
CS22 - Sustainable construction
CS23 - Renewable and low carbon energy generation
CS24 - Woking's landscape and townscape
CS25 - Presumption in favour of sustainable development

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

DM1 - Green infrastructure opportunities
DM2 - Trees and landscaping
DM3 - Facilities for outdoor sport and outdoor recreation
DM5 - Environmental pollution
DM6 - Air and water quality
DM7 - Noise and light pollution
DM8 - Land contamination and hazards
DM10 - Development on garden land
DM11 - Sub-divisions, specialist housing, conversions and loss of housing
DM15 - Shops outside designated centres
DM16 - Servicing development
DM17 - Public realm
DM19 - Shopfronts
DM20 - Heritage assets and their settings

Site Allocations Development Plan Document (DPD) (Regulation 19 Consultation with Minor Modifications) July 2019

Policy UA44 - Woking Football Club, Woking Gymnastic Club, Woking Snooker Club, Westfield Avenue, Woking, GU22 9AA

Supplementary Planning Documents (SPD's)

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

Supplementary Planning Guidance (SPG)

Heritage of Woking (2000)

Other Material Considerations

Planning Practice Guidance (PPG) (online resource)
National Design Guide: Planning practice guidance for beautiful, enduring and successful places (October 2019)
Listed Buildings & Conservation Areas Act 1990
Conservation of Habitats and Species Regulations 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy
Circular 06/2005: Biodiversity and Geological Conservation
Historic England - The Setting of Heritage Assets (2015)
Woking Character Study (2010)
Woking Borough Council Strategic Flood Risk Assessment (SFRA) (November 2015)
Community Infrastructure Levy (CIL) Charging Schedule (2015)
Waste and recycling provisions for new residential developments

23 JUNE 2020 PLANNING COMMITTEE

Technical Housing Standards - Nationally Described Space Standard (March 2015)

General policy framework for the consideration of the application

1. Where determining applications for planning permission the Local Planning Authority is required to have regard to (a) the Development Plan, so far as is material, (b) any local finance considerations, so far as is material, and (c) to any other material considerations. Local finance considerations means the Community Infrastructure Levy. 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”*.

The National Planning Policy Framework

2. The National Planning Policy Framework (NPPF) is a material consideration to be taken into account in decision-making as appropriate.

The Development Plan

3. The Development Plan comprises the Woking Core Strategy (2012), the Development Management Policies Development Plan Document (DM Policies DPD) (2016) and Saved Policy NRM6 of the South East Plan 2009 (which is relevant to residential development). The NPPF reinforces the requirement that Local Plans should be reviewed to assess whether they need updating at least once every 5 years from the date of adoption. The Woking Core Strategy was adopted in 2012. The Core Strategy has been reviewed in accordance with the revised NPPF, Planning Policy Guidance and the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended by the Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017. The review concluded that there was no immediate requirement to modify it either in part or as a whole. Consequently, the Woking Core Strategy (2012) continues to be considered up-to-date in providing the necessary strategic policy framework for managing development across the Borough.

The emerging Site Allocations DPD

4. The emerging Site Allocations Development Plan Document (DPD) (Regulation 19 Consultation with Minor Modifications), dated July 2019, was subject to examination in public during December 2019. Policy UA44 relates to the application site, although excludes the four residential buildings close to the junction of Kingfield Road and Westfield Avenue, and a small area fronting Kingfield Road, which fall within the application site. Policy UA44 seeks to allocate the vast majority of the application site (excluding those small areas set out previously) for a mixed use development to include an enhanced football stadium, residential including affordable housing, and commercial retail uses. The proposed allocation in the Site Allocations DPD is a clear indication of the Council's commitment to enable positive action to regenerate the site in the form of a mixed use development and can thus be afforded substantive weight based on the stage reached in the process.

PLANNING ISSUES

5. The main planning matters for consideration in this case are:
 - Regeneration and the principle of development, including loss of existing uses, proposed uses, football stadium, new housing, employment and economic activity
 - Housing mix, housing quality and open space

- Affordable housing
- Urban design and impacts on the landscape and townscape
- Built heritage
- Below ground heritage (archaeology)
- Stadium operation and impacts
- Transport, highways and parking
- Impacts on neighbouring residential amenities
- Thames Basin Heaths Special Protection Area (TBH SPA)
- Wind microclimate
- Solar glare
- Air quality
- External lighting
- Contamination
- Flooding and water management
- Noise and vibration
- Ecology and biodiversity
- Arboriculture
- Sustainable construction requirements
- Socio-economic effects
- Community Benefit
- Local finance considerations
- Conclusion

Regeneration and the principle of development, including loss of existing uses, proposed uses, football stadium, new housing, employment and economic activity

Sustainable development

6. The National Planning Policy Framework (NPPF) emphasises three elements to sustainable development; economic, social and environmental. Consequently, development that is sustainable and is in accordance with the Development Plan for the area should be permitted without delay.
7. Although the scheme would provide a new football stadium, which would help secure the presence of WFC, the overall mixed-use scheme creates an opportunity to reuse previously developed land to secure wider economic, social and environmental benefits through providing employment and economic activity, housing and new and improved public realm.

Loss of existing uses

8. There is a range of existing uses on the site, with the majority relating to sports and recreational buildings and land. Consideration need to be given to the loss of these existing uses.
9. Paragraph 97 of the NPPF states that:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*

23 JUNE 2020 PLANNING COMMITTEE

- c) *the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*

10. Policy CS17 relates to sports and recreation and states that:

There will be a presumption against any development that involves the loss of a sport, recreation or play facility except where it can be demonstrated that there is an excess of provision, or where alternative facilities of equal or better quality will be provided as part of the development.

11. Policy CS19 relates to social and community infrastructure, with the introductory text to the policy stating that this includes, inter alia, indoor and outdoor recreation and sports facilities. Policy CS19 states that:

The loss of existing social and community facilities or sites will be resisted unless the Council is satisfied that:

- *there is no identified need for the facility for its original purpose and that it is not viable for any other social or community use, or*
- *adequate alternative facilities will be provided in a location with equal (or greater) accessibility for the community it is intended to serve*
- *there is no requirement from any other public service provider for an alternative social or community facility that could be met through change of use or redevelopment.*

(i) Woking Gymnastics Club

12. The Woking Gymnastics Club building would be demolished and lost from the site as part of the development. Woking Gymnastics Club constitutes a sport/recreation facility for the purposes of Policies CS17 and CS19, and Paragraph 97 of the NPPF.
13. It should be noted that emerging Site Allocations DPD (SA DPD) Policy UA44 does not require the re-provision of any the existing leisure facilities, on or off-site, other than the football stadium; making no comment on other uses. However, this needs to be read alongside the other policies in the Development Plan, including Policies CS17 and CS19.
14. Extant planning permission (Ref: PLAN/2017/1063), dated 28 September 2018, exists for the erection of a new club building for Woking Gymnastics Club on a separate site at Ten Acre Farm, Smarts Heath Road, Woking. The use of the club building permitted by PLAN/2017/1063 is restricted, through planning condition, only for the provision of gymnastics by Woking Gymnastics Club.
15. In granting planning permission reference PLAN/2017/1063 the Local Planning Authority (LPA) accepted that Woking Gymnastics Club is in high demand, particularly for pre-school and school age children, that the club is currently operating at capacity, that the current facility is limited in terms of the range and condition of the facilities on offer and that the existing building is aged and the current facilities are not able to meet the needs of its users or enable the club to expand to meet the demand for gymnastics.
16. Sport England have been consulted and note that Woking Gymnastics Club benefit from planning permission for replacement facilities at Ten Acres Farm (Ref: PLAN/2017/1063), although understand that these facilities have yet to be constructed, and are therefore not currently available for use by Woking Gymnastics Club. Sport England therefore wish to secure the delivery of these replacement facilities, or at least suitable temporary alternative

23 JUNE 2020 PLANNING COMMITTEE

facilities, before any development occurs which leads to the loss of the existing facilities enjoyed by Woking Gymnastics Club. Given the phased nature of the development, and subject to condition 70, Sport England raise no objection to the development in these terms.

17. The Executive Undertaking will also include that the Woking Gymnastics Club building shall not be demolished until such time as a replacement building has been constructed and is capable of use for its intended purpose(s) on an alternative site. In this regard it should be noted that the land on which the existing Woking Gymnastics Club building is located is owned by Kingfield Community Sports Centre Ltd, a company wholly owned by Woking Borough Council; as such Woking Borough Council (as landowner) controls the land and can exercise such control.
18. Whilst alternative facilities for Woking Gymnastics Club would not be provided as part of the development they would nonetheless be provided on an alternative site; subject to condition 70, and Executive Undertaking obligations, the proposal would not conflict with the overarching objective of Policy CS17, given that the sport/recreation facility would first be re-provided (prior to its demolition) on an alternative site. The development would comply with Policy CS19, and Paragraph 97 of the NPPF, because adequate alternative facilities would be provided on an alternative site and the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

(ii) Woking Snooker Centre

19. The Woking Snooker Centre building would be demolished and lost from the site as part of the development. Woking Snooker Centre constitutes a sport/recreation facility for the purposes of Policies CS17 and CS19, and Paragraph 97 of the NPPF.
20. Again it should be noted that emerging SA DPD Policy UA44 does not require the re-provision of any the existing leisure facilities, on or off-site, other than the football stadium; making no comment on other uses. However, this needs to be read alongside the other policies in the Development Plan, including Policies CS17 and CS19.
21. The land on which the existing Woking Snooker Centre building is located is owned by Kingfield Community Sports Centre Ltd, a company wholly owned by Woking Borough Council; as such Woking Borough Council (as landowner) controls the land. The applicant has provided correspondence from the landowner which states that the operators of the Snooker Centre advised the landowner that they no longer wished to operate the Snooker Centre.
22. Unlike the Woking Gymnastics Club building, which has a series of specialist needs particular to that use (i.e. high floor-to-ceiling heights, expansive spaces etc) the Snooker Centre use could be accommodated in a more 'typical' floor space. Furthermore the fact that the operators of the Snooker Centre advised the landowner that they no longer wished to operate the Snooker Centre is indicative that there is no identified need for the facility for its existing purpose. The flexible community (D1) / commercial (B1) spaces within the replacement stadium would have the potential to be used for Snooker purposes (subject to any further planning permission) if an identified need for this use existed. Sport England have raised no requirements in terms of Woking Snooker Centre. Furthermore the development is for alternative sports and recreational provision (i.e. replacement stadium), the benefits of which would clearly outweigh the loss of the current Woking Snooker Centre use.

23 JUNE 2020 PLANNING COMMITTEE

(iii) David Lloyd Centre

23. The David Lloyd Centre would be demolished and lost from the site as part of the development. The David Lloyd Centre constitutes a sport/recreation facility for the purposes of Policies CS17 and CS19, and Paragraph 97 of the NPPF.
24. Again it should be noted that emerging SA DPD Policy UA44 does not require the re-provision of any the existing leisure facilities, on or off-site, other than the football stadium; making no comment on other uses. However, this needs to be read alongside the other policies in the Development Plan, including Policies CS17 and CS19.
25. Whilst the David Lloyd Centre would be lost from the site it would first be re-provided on an alternative site at Egley Road, Woking as part of a separate, albeit intrinsically linked (through Executive Undertaking), planning application elsewhere on this agenda (Ref: PLAN/2019/1177). The recommendation to grant planning permission for this application is contingent on planning permission also being granted on application reference PLAN/2019/1177 (Land south of Hoe Valley School and east of Railway Tracks, Egley Road, Woking, GU22 0NH) to enable the David Lloyd Centre to be relocated.
26. Whilst alternative facilities for David Lloyd would not be provided as part of the development they would nonetheless be provided on an alternative site; subject to approval of planning application reference PLAN/2019/1177 (Land south of Hoe Valley School and east of Railway Tracks, Egley Road, Woking, GU22 0NH). On this basis the development would not conflict with the overarching objective of Policy CS17, given that the sport/recreation facility would first be re-provided (prior to its demolition) on an alternative site. The development would comply with Policy CS19, and Paragraph 97 of the NPPF, because adequate alternative facilities would be provided on an alternative site and the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
27. The David Lloyd Centre includes a club crèche (for children aged 3 months to 5 years), which is stated on the David Lloyd website as being available between 09:30 and 11:30 hrs on Mondays to Fridays and between 09:00 and 11:00 hrs on Saturdays. What activities David Lloyd run as part of their overall offer is largely a business decision for them provided it is ancillary to the main use of the facility. David Lloyd could close the club crèche at any time without a requirement for planning permission. Subject to application PLAN/2019/1177 being permitted David Lloyd would be open to re-instate the club crèche at their new facility at Egley Road, although this would be a business decision for David Lloyd. The potential also exists, in land use terms, for a crèche, day nursery or day centre, to operate from the flexible commercial / community floor area within the new stadium; condition 07 refers and restricts the use of such floor area to 100 sq.m (GIA).

(iv) Football stadium

28. The football stadium constitutes a sport/recreation facility for the purposes of Policies CS17 and CS19, and Paragraph 97 of the NPPF, and would be demolished, although thereafter re-provided on the site as part of the development in an alternative facility of better, and greatly enhanced, quality.
29. Obligations within the Executive Undertaking would require the stadium to be completed and capable of use for its intended purpose(s), including the medical centre and retail / flexible use areas being constructed at least to 'shell and core' level, before the occupation of no more than 606 dwellings (which must include Blocks 1 and 2 – being the affordable dwellings). Obligations within the Executive Undertaking would also ensure that the new

23 JUNE 2020 PLANNING COMMITTEE

stadium will be completed within two years of start on site and at this present time, Woking Football Club (WFC) will vacate May 2022 and return May 2024, during which period WFC will ground share at a different location.

30. Subject to these obligations this element of the development would comply with Policy CS17, and with Policy UA44 of the emerging SA DPD, which requires provision of “*an enhanced football stadium*” and development to “*retain a football stadium at this location with enhanced facilities as a part of any redevelopment scheme*”. This element of the proposal would also comply with Policy CS19.
31. Woking Football Club (WFC) have advised that, in the event planning permission is granted, they will shortly thereafter conclude negotiations on a temporary location, where WFC will ground share for two years whilst the new stadium is under construction. WFC advise that the precise location will be announced once it is agreed with the ground share club and the National League and that they intend to vacate and start the ground share in May 2022, with a targeted return to the new stadium in May 2024.
32. Sport England have commented that they are satisfied in terms of the information provided by WFC regarding alternative or interim match play/training arrangements during construction and that, although no detailed plans have been shared in relation to ground sharing or alternative interim arrangements for WFC during construction, Sport England is reassured that the club are fully supportive of the plans and Sport England does not consider there is any need to object on this basis. Sport England also comment that they have consulted the Football Foundation on behalf of the FA (the national governing body for football) on the proposal and they comment that they are fully supportive of the plans.
33. Sport England is satisfied that the proposal as a replacement stadium pitch broadly meets Sport England’s E4 exception policy which states:

The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:

- *of equivalent or better quality, and*
- *of equivalent or greater quantity, and*
- *in a suitable location, and*
- *subject to equivalent or better accessibility and management arrangements.*

(v) Residential

34. The north-western corner of the site contains nine existing dwellings (being Nos.1-6 Rosewood, Park View and Hoe View (all associated with Kingfield Road) and No.81 Westfield Avenue. Policy CS11 states that:

The Council will not permit the loss of family homes on sites capable of accommodating a mix of residential units unless there are overriding policy considerations justifying this loss.
35. The reasoned justification text to Policy CS11 identifies family accommodation as 2+ bedroom units which may be houses or flats.
36. The proposal would not result in the loss of family homes on the site because in excess of nine 2+ bedroom units would be provided as part of the development. The proposal would comply with Policy CS11 in this regard.

Proposed uses

37. The proposed mixed-use scheme would provide a football stadium, housing and flexible retail (A1-A3) /community (D1) /commercial (B1) uses, and a medical centre (D1). In principle these uses are consistent with the three elements of sustainable development with them capable of making a significant contribution to the economy, social life and environment of the local area.
38. In accordance with paragraph 91 of the NPPF the stadium would play an important role in facilitating social interaction and with the sports activity work undertaken by WFC would help create a healthy, inclusive community. The mix of proposed uses is also consistent with paragraph 91 of the NPPF and the layout of the development would create a strong neighbourhood, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.
39. The mix of uses proposed is also consistent with paragraph 92 of the NPPF, which states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
- *plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
 - *ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.*
40. The Council seeks to provide opportunities for people to participate and enjoy sports and recreation, as supported by Policy CS17. Policy DM3 of the DM Policies DPD (2016) provides in principle support for facilities for outdoor sports and outdoor recreation.
41. New housing on other parts of the site is proposed. More detailed consideration of the housing is discussed below but in terms of land use, residential development is acceptable, and in accordance with Policy UA44 of the emerging SA DPD.
42. The commercial / community / retail uses proposed are largely ancillary to the stadium and housing, enhancing the viability and sustainability both by concentrating supporting activity and providing opportunity for local services for residents, which adds to the regeneration benefits of the development.
- (i) Medical Centre (Class D1)
43. As a part of the development, a medical centre has been proposed within the new stadium. The applicant states that this has been offered not only to meet the general practitioner (GP) needs of the new residents of the proposed development but to potentially offer a range of additional and complementary medical services that could also serve the requirements of the wider local community and, at this stage, all options are indicative.
44. The Infrastructure Delivery Plan (IDP) notes a requirement in the short term (2017-22) for extension / refurbishment / reconfiguration of existing facilities to meet growing demand (preferred option) or new health centres; and in the long term (2022-27), a likely requirement for additional GP provision. The residential element of the proposals would have an estimated population (1,887 residents) slightly larger than the optimum population served by a single GP (1,800).

23 JUNE 2020 PLANNING COMMITTEE

45. The proposed medical centre is estimated by the applicant's medical consultants to have sufficient floor area (when laid out to provide a range of consulting rooms, waiting areas, reception spaces and access routes) to provide capacity for up to 8 GPs; with a benchmark ratio of 1,800 patients per GP this means that 8 GPs within the medical centre could potentially serve 14,000 patients.
46. The applicant states that assessment of current local medical facilities, including provision of GP surgeries, is ongoing and further discussions will need to be held with the Clinical Commissioning Group (CCG) with regard to their requirements for all supporting clinical services. In this context, the applicant states that a purpose-built facility of the scale proposed for the stadium could offer a range of options; allowing not only for a GP facility to serve the capacity created by the associated residential development but also supplementary capacity for existing local residents, or the space being partly utilised for other supporting clinical services and facilities to meet ongoing needs locally. In this scenario, the applicant comments that the proposed floorspace for the medical centre could be subdivided to serve a range of different occupiers and tenants, being utilised concurrently by a range of complementary users and services.
47. Health centres, GP surgeries and dentists are a form of social and community infrastructure for the purposes of Policy CS19, which states that "*the Council will work with its partners to provide accessible and sustainable social and community infrastructure to support growth in the Borough. It will do so by promoting the use of social and community infrastructure for a range of uses*".
48. In this case the Council's partner is the local Clinical Commissioning Group (CCG), whose opinion has been sought on the proposals, in the context of the current development pipeline. The local CCG have not provided a response to the consultation on this planning application although the proposed medical centre provision has the potential to assist in providing accessible and sustainable social and community infrastructure to support growth, such that it would comply with Policy CS19, and count positively in favour of the application.
49. Condition 07 can restrict use of this floor area to purposes within Class D1 for the provision of any medical or health services. Condition 05 can secure further details of the internal layout of this area, including details of its operation. Condition 05, and obligations within the Executive Undertaking, would also ensure that the medical centre is available for use prior to use of the stadium for football purposes (obligations within the Executive Undertaking secure that the stadium must be delivered before the delivery of market housing).

(ii) Retail (Flexible classes A1-A3)

50. The development includes flexible retail floor space (Classes A1, A2, A3), which could include "*neighbourhood retail, café or restaurant uses*", located along the central boulevard of the site. A retail shop for the club would be provided and be integral to the stadium use, for which the acceptability of the principle has previously been established. The applicant states the flexible retail floor space is to provide activation of the central boulevard, and to prevent a blank facade on the western elevation of the stadium. This is welcomed with regards to Policy CS21, which states that development should positively contribute to the street scene. The retail floorspace included is also supported with regard to the emerging SA DPD's Policy UA44, which includes "*retail uses to serve the local community and/or for merchandise directly linked to Football Club*". It should be noted that this is the proposed new wording on retail following a modification required by the Inspector at the examination of the emerging SA DPD in December 2019.
51. The Council's Hearing Statement on the emerging SA DPD (15.11.19) stated that:

retail development is considered appropriate as part of a sustainable mixed use development, in providing convenient access to local shops and services for new residents at the site, and residents in the surrounding area. This is part of the Council's objective to plan positively for provision for community facilities, including local shops, sports venues and meeting places, as part of an approach to promote healthy communities as per the NPPF Para 92(a). Retail (for merchandise) that directly supports the site's key function as a much improved football club may also be incorporated. The type and scale of retail expected is not expected to impact the town centre or local centres, and is in keeping with the NPPF Para 85(d) and the Borough's spatial strategy, contained in CS1. Despite this, any retail floorspace proposed will be considered with regard to the Development Plan, particularly CS1 and CS4 with regard to impact on the town and local centres, and the NPPF Para 89

52. Whilst this statement in itself does not carry weight, it does explain the position of the LPA with regard to this site and in connection with the NPPF and Woking Core Strategy (2012). While the emerging allocation justifies an element of retail at the site, the scale and type of retail uses proposed nonetheless requires assessment.
53. Paragraph 86 of the NPPF requires application of a sequential test to planning applications for main town centre uses such as retail units not in an existing centre, as is the case for this site. This sequential approach requires applications for main town centre uses to be located in centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.
54. Additionally where such development is 2,500 sq.m in floor area the NPPF requires an impact assessment to consider impacts on existing centres. The retail (A1, A2, A3) floor space provided in the scheme is below the 2,500 sq.m threshold and would provide for small businesses that complement the housing which it is envisaged would constitute cafes, local retail shops etc. The retail floor space would not result in adverse impacts on nearby centres as the provision is local in scale, and will serve the increased demand from occupants of the new housing and not compete with existing centres. Therefore the retail floor space is not considered to negatively impact the Borough's spatial strategy contained in Policy CS1, which includes encouragement for development to be located in District, Local and Neighbourhood Centres but also highlights the role of the emerging SA DPD to allocate specific deliverable sites for development.
55. It should be noted that the residential element of the proposed development will generate a substantial new population (estimated at 1,887 residents), thus increasing available retail expenditure within the local area. Noting recent changes to retail spending, as outlined in the Council's Retail Topic Paper 2019, part (but not nearly all) of that expenditure will be spent at the proposed retail units. Part of the remainder of spend may help support businesses in Local (Kingfield) and Neighbourhood Centres (Westfield) and also in Woking Town Centre, and in this respect the proposed development is viewed positively.
56. It is likely that there will be a certain level of spend at the proposed retail units from existing local residents, and from people visiting the site for its community facilities, medical centre or the stadium. However, based on the indication of the types of shops/cafes in the application, any diverted spend from Kingfield (Local Centre) or Westfield (Neighbourhood Centre) should be minimal, and therefore is not expected to have a significant impact, or undermine the role or function, of Kingfield or Westfield, nor threaten their vitality or viability, as per Policy CS4.

23 JUNE 2020 PLANNING COMMITTEE

57. Condition 07 can restrict use of these floor area to purposes within Classes A1, A2 and A3.

(iii) Flexible Commercial / Community (Classes B1 and D1)

58. Also included within the development is an element of commercial floorspace (at first and second floor levels within the south-western corner of the stadium). It is stated by the applicant that there will be flexible use of these spaces between business (B1) and community use (the latter would fall within D1 use). The emerging SA DPD does not include employment (Class B) floorspace in the allocation for the site, and therefore Policies CS15, CS2 and CS4 are relevant to this part of the proposed development. This commercial floor space is intended to provide a comprehensive mixed use scheme that provides adequate services for residents and activity to the site, particularly on non-match days.
59. Policy CS15 promotes sustainable employment development patterns, promotes business competitiveness and flexibility to cater to the changing needs of the economy, specifically supporting small and medium sized enterprise formation and development by encouraging a range of types and sizes of premises including provision of incubator units, managed workspace and serviced office accommodation. Policy CS2 identifies Woking Town Centre as the primary centre for economic development in the Borough. Policy CS4 sets out that the role and function of the Local and Neighbourhood Centres will be protected by the Council and out of centre development that threatens their vitality and viability will be strongly resisted.
60. In terms of the relatively small scale of flexible commercial floorspace (B1 use) proposed, impact on Woking Town Centre, and Local and Neighbourhood Centres, as per Policies CS2 and CS4, is not expected to be significant and therefore the provision of flexible commercial (B1 use) floor space on the scale proposed would comply with Policies CS2, CS4 and CS15.
61. Whilst these flexible use of these floor areas would also enable Class D1 use the provision of such use would comply with Policy CS19. To ensure no adverse impacts on the surrounding area the use of these floor areas within Class D1 can be restricted through condition 07 to preclude uses for, or in connection with, public worship or religious instruction. Any use of this Class D1 floor areas can also be restricted, also through condition 07, to not exceed 100 sq.m in gross internal area where uses occur for the purposes of a crèche, day nursery or day centre and/or for the provision of education.

Football stadium

Need

62. Woking Football Club (WFC) states that the need for a new stadium is driven by the inadequacies of their existing stadium, with the proposed stadium key to the club's aim to be more financially sustainable and eventually more successful. WFC state that losses currently run to circa £200k pa (without FA Cup income), and this will only increase over time due to the loss of the Sheerwater ground share, the increasing cost of maintaining a dilapidated stadium and pressures to increase the playing budget simply to maintain the Club's current status in the National League.
63. These pressures are familiar issues for football clubs, where replacement of old, outdated grounds with poor facilities and prospects for improvement have led to many new stadiums being built in the last decade as spectator expectations have risen and costs and competition intensified.

23 JUNE 2020 PLANNING COMMITTEE

64. WFC was founded in 1889 and Kingfield has been the club's home ground since 1922. WFC was promoted to the National League in 1991/92 and throughout the last 27 years has played mainly in the fifth tier of English football. The Club list the deficiencies of Kingfield as follows:
- Commercial income from hiring of rooms/bars/restaurant space is negligible due to a lack of attractive facilities and space;
 - Commercial income from matchday hospitality is relatively insignificant due to poor quality facilities and the lack of any pitch views from those facilities - the Club is unable to capitalise on the growing number of potential business clients;
 - As the main bar, the Cardinals Bar is no longer effective for home fans;
 - The Club is losing the possibility of further match day revenues from away supporters owing to the lack of a second bar facility (due to segregation);
 - Toilet and concourse facilities are poor and inadequate;
 - Lack of modern disabled facilities - making it difficult to attract new fans and in particular, women and families;
 - Safety authorities have made it clear that they will insist upon significant and costly health and safety improvements should Woking FC not secure a new stadium.
65. The existing stadium lacks modern facilities with limited hospitality areas. Access and facilities for disabled spectators is also poor. WFC state that, when combined, these factors detract from the matchday experience, particularly given competition from other contemporary leisure and recreation facilities including other football stadiums, limiting opportunities to attract new supporters and retain existing ones.
66. WFC state that the proposed stadium would provide opportunities to ensure greater financial security through generating additional income from sponsorship, advertising and stadium naming rights, corporate hospitality and enhanced catering facilities, the rental of retail and other commercial units and potentially stadium tours, as well as potentially increased attendances.
67. WFC has played at Kingfield for almost a hundred years and state that they need a new stadium with sufficient capacity to provide for the long-term future and expansion of the Club.
68. WFC state that a new stadium would also enable the Club to enhance and expand the community work carried out by the Club, particularly through Cardinals in the Community, Sports Chaplaincy UK, Junior Cards, the Cards Trust and the Woking FC Academy. The Club state that WFC is a unique community Football Club; that Cardinals in the Community has over 25 projects covering mental health, dementia, the elderly, marginalised youth, general health, wellbeing, Junior Citizens, schools, charities, youth clubs, girls and ladies football, internships and the academy, and that, nationally, in eight years Woking FC has been Community Club of the Year four times and won numerous other awards.
69. The Club also state that Woking as a town is changing dramatically and is becoming the major administrative, economic and business hub in Surrey. That the new stadium would qualify as Surrey's premier sports stadium and will attract larger crowds, boost local business, provide retail and medical facilities and will provide health and academic benefits through community programmes.
70. In respect of the proposed 9,026 capacity, the Club have submitted a Business Plan that analyses League 2 (to which the Club has aspirations to be promoted) attendances, and impacts from new stadiums on attendances to justify the increase in capacity to 9,026. The Club state that the average attendance this season (19/20) is just over 2,274. Last season

23 JUNE 2020 PLANNING COMMITTEE

WFC state that it had three of its top ten attendances (between 3,500 and capacity) ever at Kingfield. The Club is ambitious and has aspirations to be promoted to League 2. WFC possesses a significant catchment area and is the highest placed football club in Surrey.

71. The Club state that WFC has played at Kingfield for almost a hundred years and needs a new stadium with sufficient capacity to provide for the long-term future and expansion of the Club. WFC state that the improved facilities and matchday experience offered by a new stadium would be likely to see increased attendances. The Business Plan notes uplift in football attendances from new stadiums as detailed in the following table that shows increases in attendances in the first year following opening of a new stadium (excluding teams promoted or relegated in first season after opening):

Club	Year Opened	% Increase
Leicester	2002	47%
Hull	2002	77%
Manchester City	2003	35%
Swansea	2005	67%
Arsenal	2006	57%
Milton Keynes	2007	57%
Cardiff	2009	15%
Chesterfield	2010	76%

72. On average there is a 55% increase in attendance, which if replicated at Woking would increase the average WFC attendance to over 3,400, with any promotion very likely to increase this further noting the average attendance for matches in League 2 is 4,491. The Club state that the new stadium, with a capacity of 9,026, would rank, capacity wise, 15 out of the 24 stadia in League 2 in 2017/18.
73. The Club also state that, in 2018/19, whilst in the National South division, WFC's average home attendance was 1,883. The National League average attendance was 1,984. Therefore WFC had a higher average attendance while in the National South division than 17 out of the 24 teams in the National League in 2018/19, despite being in a lower division, indicating that WFC are ready to grow as they clearly have a bigger loyal fanbase.
74. Therefore in principle the 9,026 capacity stadium proposed is considered a reasonable size and although ambitious, not overly so, given the ambitions of the club to achieve promotion to League 2, the capacity of other stadia in League 2, the significant catchment area of the Club and the loyal fanbase of the Club. The stadium would significantly enhance the facilities available to spectators, which is likely to attract substantially more supporters as the increase in crowds accompanying other new stadia shows, whilst there should be some allowance for the club's prospects for greater financial sustainability and growth associated with potential sporting success. Detailed assessment of the impacts from the stadium and whether these are acceptable follows later in the report.

Location

75. The location of the new stadium will be at the same site as the existing stadium, which has been Woking FC's home ground since 1922. As noted previously Policy UA44 of the emerging SA DPD requires provision of "an enhanced football stadium" and development on this site to "retain a football stadium at this location with enhanced facilities as a part of any redevelopment scheme". There is no requirement therefore to consider potential alternative locations.

New Housing

76. In considering the principle of housing on the site the loss of existing uses has been previously discussed within this report. The new housing must be appropriately located to ensure satisfactory living conditions for residents.

Supply

77. The NPPF supports new housing on previously developed land within the built-up Urban Area such as this. Policy CS1 seeks sustainable development and regeneration to meet the spatial strategy for Woking Borough, stating that provision will be made for the delivery of 4,964 net additional dwellings, with an overall affordable housing provision target of 35% between 2010 and 2027. Whilst Policy CS1 sets out that most new development will be directed to previously developed land in the town, district and local centres, with Woking Town Centre being the primary focus of sustainable growth, Policy CS1 states that:

Whilst the preference is for the location of most new development to be in the main centres, infill development and/or redevelopment of previously developed land in the built-up area of the Borough will be acceptable in principle, subject to a full assessment of impacts where relevant and appropriate mitigation measures to make the proposal acceptable

78. The application is for redevelopment of previously developed land within the built-up Urban Area of the Borough and is therefore acceptable in principle, compliant with Policy CS1, subject to a full assessment of impacts where relevant and appropriate mitigation measures to make the proposal acceptable. Policy CS25 of the Woking Core Strategy (2012) sets out a presumption in favour of sustainable development.
79. Paragraph 73 of the NPPF states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing requirements. The Council's latest Annual Monitoring Report 2018-2019 was published in December 2019 and identifies that the Borough has a total housing land supply, as at 1 April 2019, to enable the delivery of 2,913 net additional dwellings, compared with the Core Strategy requirement (including 5% buffer and compensation for previous undersupply) of 1,619 net additional dwellings between 2019/20 and 2023/24. This represents a surplus of 1,294 net additional dwellings against the requirement and an overall supply of 9.0 years.
80. These housing targets are not maximums and local authorities are encouraged to exceed them subject to adequate infrastructure being available and impacts being acceptable or adequately mitigated in order to provide greater housing choice and availability.
81. Obligations within the Executive Undertaking would secure that the new stadium is complete and capable of use for its intended purpose(s), including the medical centre and retail / flexible use areas being constructed at least to 'shell and core' level, before the construction of any market housing.
82. The vast majority of the application site (with the exception of the north-western corner) is allocated within the emerging SA DPD Policy UA44 (as modified), for "a mixed use development to include an enhanced football stadium, residential including Affordable Housing, and commercial retail uses...", including a requirement to "retain a football stadium at this location with enhanced facilities as a part of any redevelopment scheme".
83. However, no number of dwellings is stated within emerging SA DPD Policy UA44, even in an indicative capacity. The 2018 Strategic Housing Land Availability Assessment (SHLAA)

indicates that a smaller version of the site (excluding the David Lloyd area) would be suitable for the provision of 40 dwellings, alongside “*improvement and/or expansion of the football stadium*”; this number is a result of applying the standard SHLAA methodology for calculating dwelling capacity. The principle of the proposed quantum of development on the site is therefore not established in policy, and the acceptability of this quantum will need to be measured against other planning policies, including emerging Policy UA44 of the SA DPD and other relevant policies of the Development Plan.

84. The Inspector examining the SA DPD has issued a post-hearings letter (examination reference number ID/10), which sets out their initial thoughts of the potential areas where they are likely to recommend changes. Given that the Inspector is yet to finalise and confirm their main modifications, the post-hearings letter does not carry significant weight in the determination of planning applications.

Density

85. Policy CS10 states that “*the Council will make provision for at least 4,964 net additional dwellings in the Borough between 2010 and 2027*”, and sets out the indicative number of dwellings and indicative density range expected in various zones within the Borough. The application site falls within the zone described as ‘rest of the Urban Area’, and just outside the ‘High Density Residential Area’ mentioned in the supporting text.
86. Calculating density for this mixed used scheme, which includes a large stadium, in a way that most accurately reflects the character of the development is not straight forwards. Leaving out the stadium footprint, stadium car park, as well as the football pitch area, as although the latter is a large area of open space, it is not publicly accessible, the pro rata density of the residential development is approximately 360dph (dwellings per hectare) (if the concierge building and adjacent verge is included in the residential part of the site) or approximately 380dph (if not). This compares with an indicative “30-40dph” for infill development in the rest of the Urban Area, indicating the scheme is very high density.
87. Very high density does not always indicate poor design, though it can indicate overdevelopment. Traditionally, high densities are found at centres of activity, focused on transport nodes. High densities can have benefits such as encouraging greater interaction between residents, enhancement of economic viability, support for public transport use, energy efficiency and reducing overall demand for development land and urban sprawl.
88. However high densities can make provision of good quality housing difficult, creating issues such as lack of privacy, lack of daylight, and servicing issues. Additionally, high densities often result in tall buildings, affecting the townscape.
89. The proposed density is equivalent to the indicative densities for Woking Town Centre (in excess of 200dph). It is comparable to the net density (of approx. 325dph) for the residential portion of the Station Approach site in West Byfleet (incorporating Sheer House). The proposed density would also be comparable with the ‘High Density Residential Area’ mentioned in paragraph 5.61 of the Core Strategy, which states that “*Development proposals in the High Density Residential Areas, as defined on the Proposals Map, will be permitted at densities generally in excess of 70dph in order to make the most efficient use of land*”. The High Density Residential Area does not include the site but comes to within 60m of the site boundary, covering the nearest properties at Claremont Avenue and Davos Close (to the north-west), and separated from the site only by Kingfield Road and by the green space along the Hoe Stream, without any intervening properties at the closest point.

23 JUNE 2020 PLANNING COMMITTEE

90. Policy CS10 states that *“the density ranges set out are indicative and will depend on the nature of the site”*, that *“Density levels will be influenced by design with the aim to achieve the most efficient use of land”* and that *“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”*.
91. The correct interpretation of *“sustainable location”*, in the context of the Woking Core Strategy (2012), is set out in paragraph 3.5, which describes a *“need to concentrate most new development in sustainable locations where facilities and services are easily accessible by all relevant modes of travel such as walking, cycling and public transport is paramount. The town, district and local centres are the most sustainable location for new development in this context because they offer a range of services and facilities that will enable this objective to be achieved”*.
92. The latest published Woking Strategic Housing Land Availability Assessment (SHLAA) (October 2018 Update) states that *“the site has excellent accessibility to key local services (schools and GP surgery). Accessibility to the nearest centre by bike and foot is also excellent”* and that *“the site is located within the existing urban area in close proximity to Woking Town Centre and Westfield Neighbourhood Centre, and is well-served by public transport. As a result of this sustainable location, a mixed use scheme, comprising improvement and/or expansion of the football stadium and residential development, is considered suitable”*.
93. In real terms walking distance, the site is located just over 400m from the nearest convenience store, in Westfield Local Centre; approximately 450m from another convenience store and a pharmacy in Kingfield Local Centre; approximately 550m from the entrance to Kingfield Primary School; just over 600m from Woking College. In addition, retail units, commercial and community space are proposed on site as part of the proposed development.
94. It is clear from the preceding that, although the location of the proposed development is not one of the most sustainable within the Borough (such as Woking Town Centre), it is nevertheless a sustainable location - albeit to a lesser degree - in the context of WBC's evidence. If the location was within Woking Town Centre, or a High Density Residential Area, the proposed density on site would be consistent with the indicative density in Policy CS10 (including supporting text). Given the site's location in the 'rest of the Urban Area' zone, a specific sustainable location is required by the penultimate sentence of Policy CS10 as part of the justification for the increased density. The sustainability of the site's location is considered sufficient to meet this threshold. This conclusion is supported by the Design Review Panel's comment that they *“commend the provision of a combination of uses across the site and consider the injection of a greater density appropriate for this area of Woking”* (Design Review Panel Report, para. 2.1).
95. The other part of the test for acceptability of increased densities, and the key one with regard to this proposed development, is a requirement, within Policy CS10, that the character of an area would not be compromised. Paragraph 5.64 of the Woking Core Strategy (2012) states that *“the design of new housing is therefore of great importance to the delivery of housing. It is important that the densities sought do not affect the quality and character of an area and the general well-being of residents”*. The impact on the character of the area is best judged against policies CS21 and CS24, which provide more detail on this issue.
96. When considering the proposed density and local context and character, the application site is large enough to have its own character; historically and currently this has been so as buildings on the site have been, and are, markedly different in their character and

appearance from the suburban surroundings of the site (with the exception of the former (previously demolished) dwellings fronting Westfield Avenue). As stated in the latest published Woking Strategic Housing Land Availability Assessment (SHLAA) (October 2018 Update) *“the site has excellent accessibility to key local services (schools and GP surgery). Accessibility to the nearest centre by bike and foot is also excellent”* and that *“the site is located within the existing urban area in close proximity to Woking Town Centre and Westfield Neighbourhood Centre, and is well-served by public transport”*. These combined factors should be acknowledged, as the application site is considered to provide some opportunity for flexibility to create its own character that may differ from the surrounds. Whilst this opportunity needs to be balanced against the impacts in terms of massing, scale and character, the site is not within close proximity to sensitive surrounding areas, such as Conservation Areas.

97. A subjective assessment must be made on these issues although it must be considered whether the benefits of the wider scheme outweigh any harm. In this regard Members may also consider the obligations contained within the Executive Undertaking, which would secure that the new stadium is complete and capable of use for its intended purpose(s), including the medical centre and retail / flexible use areas being constructed at least to ‘shell and core’ level, before the construction of any market housing.

Employment and economic activity

98. One of the core objectives of achieving sustainable development, as per the NPPF, is an economic objective – to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
99. Redevelopment of the site, which is previously developed land, with a mixed-use scheme of 1,048 homes, a replacement football stadium and retail, community and commercial uses provides a major opportunity to enhance economic activity and employment for both the construction and operational phases of the development.
100. The Environmental Statement (ES) sets out that the development is expected to provide the equivalent of 220 FTEs (full time equivalent) jobs annually over the course of the entire demolition and construction phase, with additional spend in the local area by the demolition and construction workforce of approximately £640,000 annually, equivalent to £3.2 million over the course of the entire demolition and construction phase.
101. The proposed development, once operational, would support a variety of different employment types; alongside employment associated with hosting events at the stadium, the proposed development would contain areas for commercial, retail, and medical centre uses. The ES sets out that the existing site supports a total of 95 FTE jobs, of which 70 FTE jobs are associated with the David Lloyd Centre. The proposed development would support a total of 50 FTE jobs on-site and the jobs at the David Lloyd Centre would also be retained in Woking at the Egley Road site (Ref: PLAN/2019/1177). The proposed development is therefore estimated to support 25 gross additional FTE jobs across Woking. The ES sets out that there are also wider impacts of these jobs in terms of displacement and multiplier effects resulting from local spending from the workers, visitors and residents, and the supply chain. Taking these into account, the proposed development is expected to support a total of 330 net additional FTE jobs, a major positive impact for economic activity and employment within the Borough.
102. Additionally, the new housing would eventually accommodate an estimated 1,887 residents, with their estimated total spend being £18.1 million a year, creating an additional 285 FTE

jobs, again a major positive impact for economic activity and employment within the Borough.

103. The football stadium, with its 9,026 spectator capacity, and much enhanced hospitality facilities creates opportunities for increased spectator spending and procurement of goods and services by WFC and interaction between businesses using corporate hospitality, all of which would add to economic activity. The ES estimates that the additional football spectator spend generated per year would be £1.6 million.

Conclusion on regeneration and the principle of development

104. The development is a major opportunity for regeneration of previously developed land in the built-up urban area, which would secure a major sporting facility and new housing for the Borough, with this having significant economic benefits during both construction and operation. The stadium is appropriately located, being re-provided on its existing site, and would provide an opportunity to secure the long term financial security of WFC and enhance its presence in the Borough.
105. The development has the potential to create a significant number of new jobs, despite the need for displacement and relocation of some existing uses. The scale of investment would be significant and the specific commercial uses would not harm the vitality and viability of other commercial uses in Woking Town Centre or other centres. The proposed housing, which is high density, would make a very significant contribution to housing supply and choice within the Borough. Further consideration of the impacts of the housing and stadium on the environment is given below.

Housing mix, housing quality and open space

106. The NPPF states that planning decisions should seek to secure high quality design and a high standard of amenity for existing and future users. The government also seeks to ensure delivery of a wide choice of high quality homes.

Mix

107. Policy CS11 requires a mix of dwelling types and sizes to be provided. The local needs this should address are set out within the latest Strategic Housing Market Assessment (SHMA – 2015), as shown in the following table. Emerging SA DPD Policy UA44 supports this with the criterion: “Development should provide a range of housing sizes as set out in Core Strategy Policy CS11”.

	Proposed - market dwellings	SHMA need-market dwellings	Proposed - affordable dwellings	SHMA need-affordable dwellings	Proposed - overall
Studio/ 1 bedroom	294 (28%)	10.9%	220 (21%)	50.3%	514 (49%)
2 bedroom	282 (27%)	28.1%	243 (23%)	24.4%	525 (50%)
3 bedroom	4 (0.5%)	38.3%	5 (0.5%)	22.3%	9 (1%)
4 bedroom	0 (0%)	22.7%	0 (0%)	2.9%	0 (0%)
Total	580 (55.5%)		468 (44.5%)		1048 (100%)

23 JUNE 2020 PLANNING COMMITTEE

108. It can be seen that the development would provide mostly a mixture of studio/1 bedroom and 2 bedroom dwellings, with a small amount of 3 bedroom dwellings also provided. Whilst this is the case it must be noted that the reasoned justification text to Policy CS11 states that “*lower proportions of family accommodation (2+ bedroom units which may be houses or flats) will be acceptable in locations in the Borough such as the town and district centres that are suitable for higher density developments*” (paragraph 5.73). The application site is in neither Woking Town Centre nor West Byfleet District Centre. However Policy CS11 makes clear that those are only examples of locations that are suitable for high density developments. The application seeks to establish, in terms of both character and sustainability of location, that the site is also suitable for such development. As previously set out the site location is accepted as sufficiently sustainable (in terms of access and facilities) for a high density development. The impact of high density development on the character of the area is discussed later within this report, with reference to Policies CS21 and CS24.
109. In terms of housing mix it is also important to note that the scheme would deliver 44.5% (i.e. 468 dwellings) as affordable dwellings on site, and that obligations within the Executive Undertaking would require these affordable dwellings to be constructed before any market dwellings.
110. It is also of note that the number of 2 bedroom dwellings provided almost exactly matches the SHMA mixture; in terms of 2 bedroom affordable dwellings the SHMA identifies the need at 24.4% - the scheme would deliver 23% (i.e. 243 dwellings). In terms of 2 bedroom market dwellings the SHMA identifies the need at 28.1% - the scheme would deliver 27% (i.e. 282 dwellings). Whilst the scheme would not deliver the SHMA need identified for studio/1 bedroom affordable dwellings (i.e. 50.3%) it would nonetheless deliver 220 studio/1 bedroom affordable dwellings on site (i.e. 21%), thus making a very significant contribution towards meeting this need Borough-wide.
111. It is not possible to deliver the exact SHMA housing mix on every site and delivery of housing is monitored Borough-wide. The overall housing mix is considered to be acceptable having regard to the provision of a new stadium and the quantum of affordable housing which would be delivered on site as part of the development.

Access and servicing

112. High density unit design should carefully consider internal access and circulation arrangements to the housing blocks within building cores, with an aim of ensuring they are accessible to all and that internal building corridors are safe and well managed.
113. The Design and Access Statement (DAS) sets out that access to the individual blocks is similar for all residential blocks; the visitor / resident arrives at grade from the newly formed streets/boulevards, and enter the block via an entrance hall with secure access control. The DAS states that all blocks will have two points of entry from the external streets (apart from Block 3), however access can also be gained into the blocks from the internal courtyards. The DAS sets out that the transition from external ground to main ground level in the blocks is via stairs and platform lifts and that access throughout the residential levels is at grade and non-ramped in accordance with Part M of the Building Regulations. The DAS also sets out that whilst the townhouses have their external doors facing the streets for direct entry from outside (via steps and the private amenity space facing the street) there is also an internal door, from within the block, providing dual access into the townhouses, utilising the lift access to manage the level difference from external ground to main ground level in the blocks.

23 JUNE 2020 PLANNING COMMITTEE

114. The DAS sets out that refuse and recycling chutes are located within secure and ventilated rooms at each vertical circulation core; the chutes terminate at the lower ground floor levels in managed refuse/recycling stores, with bins provided to the number of units in that block as below:

Block	No. of dwellings	No. of Residual waste bins (1100 litre)	No. of Mixed dry recyclables bins (1100 litre)	No. of Compostable kitchen waste bins (140 litre)	No. of Small electrical bags (60 litre)	No. of Textiles bags (60 litre)
Block 1	191	35	35	13	1	1
Block 2	277	46	46	19	1	1
Block 3	138	23	23	10	1	1
Block 4	211	36	36	14	1	1
Block 5	231	40	40	16	1	1

115. Joint Waste Solutions are content with the quantum of bins proposed. Servicing of the bins would take place from the central boulevard. Refuse and recycling provision (including bins stores, chutes, bin lifts etc) can be secured through condition 46, with details of management and collection arrangements also secured through condition 46.
116. Provision for the storage of 1,048 cycles (i.e. 1 per dwelling) would also be accommodated at the lower ground levels, with a further 1 fold-up cycle to be provided internally to each new dwelling (secured through Executive Undertaking), as discussed later in this report.

Unit sizes

117. The following tables shows the unit sizes for each residential block. Within block 1 all units would be set across one storey. Within all other blocks dwellings would be set across a combination of one storey, two storeys and three storeys (block 2 only).

Block 1

Number of bedrooms (b)	Number of storeys dwelling set across	Minimum GIA in Block 1 (sq.m)	Maximum GIA in Block 1 (sq.m)	Technical Housing Standards minimum ranges (sq.m)
1b	1	50	50	37 - 50
2b	1	66	70	61 - 70

Block 2

Number of bedrooms (b)	Number of storeys dwelling set across	Minimum GIA in Block 2 (sq.m)	Maximum GIA in Block 2 (sq.m)	Technical Housing Standards minimum ranges (sq.m)
Studio	1	37.5	43	37 - 50
1b	1	47	64	37 - 50
2b	1	61	76	61 - 70
1b	2	50	66	58

23 JUNE 2020 PLANNING COMMITTEE

2b	2	69	92	70 - 79
3b	2	104	104	84 - 102
3b	3	117	129	90 - 108

Block 3

Number of bedrooms (b)	Number of storeys dwelling set across	Minimum GIA in Block 3 (sq.m)	Maximum GIA in Block 3 (sq.m)	Technical Housing Standards minimum ranges (sq.m)
Studio	1	37.5	37.5	37 - 50
1b	1	47	47	37 - 50
2b	1	61	78	61 - 70
1b	2	50	55	58
2b	2	69	88	70 - 79
3b	2	103	103	84 - 102

Block 4

Number of bedrooms (b)	Number of storeys dwelling set across	Minimum GIA in Block 4 (sq.m)	Maximum GIA in Block 4 (sq.m)	Technical Housing Standards minimum ranges (sq.m)
Studio	1	37.5	39.6	37 - 50
1b	1	45	49	37 - 50
2b	1	60	72	61 - 70
3b	1	88	88	74 - 95
1b	2	50	55	58
2b	2	69	92	70 - 79
3b	2	100	100	84 - 102

Block 5

Number of bedrooms (b)	Number of storeys dwelling set across	Minimum GIA in Block 4 (sq.m)	Maximum GIA in Block 4 (sq.m)	Technical Housing Standards minimum ranges (sq.m)
Studio	1	37.4	37.5	37 - 50
1b	1	45	50	37 - 50
2b	1	61	74	61 - 70
1b	2	50	50	58
2b	2	69	87	70 - 79

Daylight, sunlight and outlook

Daylight

118. The BRE Guide recognises the importance of receiving adequate daylight within new residential accommodation. Average Daylight Factor (ADF) is used to determine the average

23 JUNE 2020 PLANNING COMMITTEE

illuminance on the working plane in a room, divided by the illuminance on an unobstructed surface outdoors, in accordance with BS 8206 Part 2:2008. The BRE Guide suggests minimum ADF standards for room use as follows:

- Kitchens 2.0%
- Living rooms 1.5%
- Bedrooms 1.0%

119. An Internal Daylight and Sunlight Report (dated 9th October 2019) has been submitted with the application. The BRE Guide provides that non-daylit internal kitchens should be avoided where possible, however where this is inevitable, they should be directly linked to a well daylight living room. The development includes a number of living/kitchen/dining rooms (L/K/D's) and studio spaces with the kitchen situated towards the rear of the room. The daylight potential to kitchen spaces would be lower and artificially lit with task lighting. As such, these kitchen spaces have been excluded from the assessment where possible, and the living room target of 1.5% has been applied to the living / dining part of the room.
120. Given the nature of the development the Internal Daylight and Sunlight Report (dated 9th October 2019) assesses the two lowest floors (i.e. ground and first floors); rooms within floors above these levels have not been tested but will receive improved levels of ADF given their elevated positions. The following are the ADF results for the ground and first floors of the development:

Building Reference	Total number of rooms relevant for daylight assessment	Total number of rooms which meet the ADF criteria	Percentage compliance
Block 1	118	109	92%
Block 2	154	143	93%
Block 3	96	93	97%
Block 4	120	112	93%
Block 5	162	149	92%
Total	650	606	93%

121. The results demonstrate that 606 (93%) of the 650 relevant rooms will achieve daylighting meeting or exceeding the levels recommended within the BRE Guide. Whilst 44 of the 650 relevant rooms assessed will have daylighting levels lower than the recommend levels it must be noted that the compliance levels above are the 'worst case' as rooms above ground and first floor levels have not been included in the compliance calculations; if rooms above the ground and first floors were to be included, the compliance rate would only improve due to being able to achieve higher levels of daylight on higher floors.
122. Of the 44 rooms that do not achieve the recommended ADF levels, there are 20 bedrooms, 21 living rooms and 3 living / kitchen / dining (LKDs) rooms. Of these 44 rooms, 32 rooms show ADF levels within 30% of the recommended targets, thus representing, in reality, a marginal shortfall of the recommended ADF levels. The remaining 12 rooms with lower than recommended levels are 4 living rooms and 8 bedrooms. Overall the levels of daylight compliance within the development is very high (93%) and would only improve when including the floors above ground and first floor levels.

Sunlight

123. 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 being assessed relative to the position of due south. Kitchens and bedrooms are less important (than living rooms, or

23 JUNE 2020 PLANNING COMMITTEE

LKDs) in terms of access to sunlight. The proposed development, which includes high density housing and tall residential blocks with cores for access inevitably includes some units which cannot benefit from a southerly aspect.

124. For sunlight the Annual Probable Sunlight Hours (APSH) test calculates the percentage of statistically probable hours of sunlight received by each relevant residential window in both the summer (March 21st through to September 21st) and winter (September 21st to March 21st) months. 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. The BRE Guide suggests that windows should receive at least 25% total APSH with 5% of this total being enjoyed in the winter months. However, it is acknowledged that for multi-block residential schemes these targets can be difficult to achieve, especially where a balcony overhangs a window below.
125. The following are the APSH results for living rooms and LKDs at ground and first floors of the development:

Building Reference	Total number of rooms assessed	Total number of rooms which meet the APSH criteria	Percentage compliance
Total	133	71	53%

126. Of the 133 south facing living, or LKD, rooms on the ground and first floors of the development, 71 (53%) show APSH compliance. Such a level of compliance would be expected on the lower levels for a development such as this, where many living rooms, or LKDs, are overhung by balconies. Again it must be noted that the compliance levels above are the 'worst case' as rooms above ground and first floor levels have not been included in the compliance calculations; if rooms above the ground and first floors were to be included, the compliance rate would only improve due to being able to achieve higher levels of sunlight on higher floors.

Outlook

127. Many units (particularly within blocks 4 and 5) would have open views to the south, across Loop Road Recreation Ground. Many units (within all blocks) would be set above the maximum height of the stadium and therefore would benefit from open views to the north and east. Some units at lower levels would look towards the stadium however the separation distances would be sufficient to ensure acceptable levels of outlook. Many units would look (sometimes in part) towards other new buildings, which are tall and potentially dominant features, but the footprints of the blocks allow the primary outlook from windows and balconies to be orientated towards spaces between blocks and open aspects. Where units are located within corners facing into courtyards outlook is orientated at an angle such that these units would still receive adequate outlook.

Privacy

128. SPD Outlook, Privacy and Daylight (2008) recommends various minimum separation distances for achieving privacy in the case of three storeys and over development, as in this instance. 15m is recommended for front to front elevation relationships, and 30m for back to back elevation relationships (in the case of opposing windows of habitable rooms).
129. Above ground floor level the proposed site layout has residential blocks 1 and 2, blocks 2 and 3, and blocks 4 and 5 sited approximately 20m from each other. Similarly a minimum distance of approximately 20m would be retained (across courtyards) where elements of

blocks 1 and 2 face towards each other. Approximately 20m would also be retained where the east and west 'wings' of blocks 4 and 5 would face towards each other. The guidance within SPD Outlook, Privacy and Daylight (2008) is in excess of ten years old and does not form part of the Development Plan. Whilst the guidance concerning recommended minimum separation distances is appropriate in most instances this application concerns a comprehensively master planned redevelopment of a very large site. It is considered that rigidly adhering to 30m as minimum distance between opposing windows of habitable rooms would limit the variety of urban space. Given the comprehensive redevelopment proposed in this instance, which would create a new character to the site, the minimum 20m visual separation provided between habitable rooms would provide an adequate level of privacy for new occupiers, reflecting the high density of the development.

130. Where facing into courtyards the lowest level (i.e. ground floor) units would need screens and landscaping to ensure adequate privacy and security from adjoining communal space; details can be secured through condition 14. The lowest level units are also positioned at a level above the central boulevard, and the two 'play streets' connecting the central boulevard to Westfield Avenue, providing security and privacy from crowds when events are held at the stadium.

Open space

131. Being a large mixed-use (including residential) the development should consider open space and landscaping. Open space would be provided in the form of podium community gardens to serve each of the five residential blocks, new public realm in the form of the central boulevard, two 'play streets' connecting the central boulevard with Westfield Avenue, a 'pocket park', an equipped area of play, private terraces and balconies and rooftop gardens.

Private and communal amenity space

132. Policy CS21 requires proposal for new development to ensure provision of appropriate levels of private and public amenity space. With regard to flats or duplex apartments suitable for family accommodation, with three bedrooms or more or over 65 sq.m gross floorspace, SPD Outlook, Amenity, Privacy and Daylight (2008) recommends a suitable area of private garden amenity as a first priority stating that a shared amenity space, roof garden or balcony/terrace may be acceptable if it has equal provision for family amenity. With regard to one bedroom houses and one and two bedroom flats or apartments not suitable for family accommodation and less than 65 sq.m gross floorspace SPD Outlook, Amenity, Privacy and Daylight (2008) recommends an area of shared garden amenity to provide a setting for the building (recommended 30 sq.m for each dwelling up to two storeys and 15 sq.m. thereafter up to four storeys only) with some small private sitting out area encouraged (e.g. patio or balcony).
133. Amenity space in the form of private terraces (at ground floor level) and private balconies is provided to the following number of units for the housing blocks. As can be seen across the scheme 55% of units would be provided with either private terraces or private balconies.

23 JUNE 2020 PLANNING COMMITTEE

Block	Total no. of dwellings	No. of dwellings with private terraces or balconies	% of dwellings with private terraces or balconies
Block 1	191	78	41%
Block 2	277	167	60%
Block 3	138	92	66%
Block 4	211	123	58%
Block 5	231	115	50%
Total	1,048	575	55%

134. Communal open space areas would also be provided (podium community gardens) for the residential units, with these sited at the same level of the lowest residential floors for blocks 1, 2, 4 and 5. The communal open space for block 3 is set over two levels, split between that of the lowest residential floor and along the ground level connecting to the site boundary. Communal roof terraces would also be provided to each residential block. The following table sets out the approximate communal amenity areas for each block:

Block	Total no. of dwellings	Communal podium community gardens (approx.)	Communal roof terraces (approx.)	Total communal area (approx.)
Block 1	191	247 sq.m	166 sq.m	413 sq.m
Block 2	277	660 sq.m	270 sq.m	930 sq.m
Block 3	138	720 sq.m	221 sq.m	941 sq.m
Block 4	211	415 sq.m	303 sq.m	718 sq.m
Block 5	231	323 sq.m	479 sq.m	802 sq.m
Total	1,048	2,365 sq.m	1,439 sq.m	3,804 sq.m

135. The total communal amenity areas (excluding the children’s play space and play streets) would measure approximately 3,804 sq.m. This would also be combined with the 575 private terraces and balconies.

136. In respect of the shading impacts to amenity space the BRE Guide sets out a sunlight amenity assessment to ensure the space remains adequately sunlit throughout the year. This is achieved by plotting a contour of the area which receives at least 2 hours of direct sunlight on 21st March; an amenity space with at least 2 hours of sunlight across the majority of its area (i.e. 50% or above) on 21st March can be said to see acceptable levels of direct sun.

137. The Internal Daylight and Sunlight Report (dated 9th October 2019) submitted with the application demonstrates that overall 72% of the amenity areas provided would experience 2 hours of sunlight on 21st March, in excess of the 50% recommended in the BRE Guide. The assessment demonstrates that 12 of the 15 amenity areas would experience direct sunlight across more than 50% of their area for 2 hours or more on 21st March. As such, 3 areas would not achieve the target and these areas are identified as amenity areas T1 (Block 1 courtyard), T2 (Block 2 courtyard) and G1 (‘play street’ between Blocks 1 and 2). However this is not uncommon in a large residential development such as this. A graded assessment (showing the areas that achieve between 0 – 2 hours of sunlight on 21st March) has also been undertaken, which demonstrates that approximately 50% of amenity areas G1 (‘play street’ between Blocks 1 and 2) and T2 (Block 2 courtyard) would receive approximately 1 hour of direct sunlight on 21st March. The remaining amenity area, T1 (Block 1 courtyard),

would see low levels of direct sunlight, however residents of Block 1 would also have access to the rooftop amenity area (R1), which would be well sunlit (92% receiving at least 2 hours of sunlight on March 21st). Block 2 would also benefit from a rooftop amenity area (R2), which would provide residents with a well sunlit space (78.9% receiving at least 2 hours of sunlight on March 21st). Overall, the amenity spaces provided would generally see sunlight amenity well in excess of that suggested in the BRE Guide. As would be expected in a large development such as this, there are isolated areas where sunlight amenity is lower, however, these spaces are generally linked to well-lit spaces. Therefore, the results are considered to be in line with the overall intentions of the BRE Guide.

Children's play space

138. The DAS sets out that public realm and communal gardens at podium level would provide a variety of opportunities for recreation and playable landscapes for a range of ages and abilities and that the open space across the site is achieved through a combination of spaces between and around the residential blocks (play streets and pocket parks), ensuring natural surveillance of these areas. 'Play streets' are set between the residential blocks and are designed to provide pedestrian focussed spaces, incorporate planting, lawns and informal, natural play within raised areas. The scheme includes an equipped play area set within the open space of blocks 3 and 4, providing a recreational space with formal timber play equipment for engaging a varied of ages set in bound rubber mulch safety surfacing. There would be natural surveillance of this equipped play area from blocks 3 and 4. A 'pocket park' would also be incorporated to the south of block 4. Further detailed design of these areas, including management arrangements, can be secured through condition 14. There are also further play areas at Loop Road, Sycamore Avenue, and Woking Park, all within the required distances as per Appendix 4 of the Woking Core Strategy (2012).

Affordable housing

139. Policy CS12 expects a contribution of 40% of dwellings to be affordable on private sites providing 15 or more dwellings, or on sites of over 0.5ha (irrespective of the number of dwellings proposed), and 50% of dwellings to be affordable where development is proposed on land in public ownership, irrespective of the site size or number of dwellings proposed.
140. The site in this instance is comprised of both privately and publicly owned land. Policy CS12 does not provide any further information in respect of sites which are both privately and publicly owned. It does however confirm that full details of how the policy is to be implemented are set out in SPD Affordable Housing Delivery (2014) which states, at paragraph 5.4 'Land in public private ownership', that "*where site ownership is mixed - for example where a site is in joint public-private partnership - the Council (as Local Planning Authority) will take a view on the appropriate affordable housing requirement to apply, whilst ensuring consistency with similar instances elsewhere in the Borough*".
141. As per Policy CS12 the LPA considers that the applicant must not provide less than 40% affordable housing, and is not required to provide more than 50% affordable housing. It is a matter for the LPA to take a view on the appropriate affordable housing requirement to be applied.
142. At the time the application was initially submitted the proposed offer for affordable housing (based upon viability assessment) was 191 dwellings (i.e. the entirety of Block 1); equivalent to just over 18% affordable housing. The revised affordable housing offer put forwards by the applicant, and on which basis the application needs to be determined, now also includes Block 2 (in the rented tenure (social and affordable)); therefore a total of 468 dwellings as affordable housing.

23 JUNE 2020 PLANNING COMMITTEE

143. The proposed development therefore provides a total of 44.66% affordable housing, which is virtually half way between the parameters (i.e. 40% and 50%) of Policy CS12 mentioned above and is a reasonable provision particularly when taking into account the number of affordable dwellings proposed to be provided on site (468), and the fact that these are offered on site, something which has not often been achieved on other development sites in the Borough in recent years.
144. Although it is not the case that an arithmetical approach is adopted to justify the provision, it should be noted that the site comprises of approximately 54.10% publicly owned land and 45.90% privately owned land. Should 50% affordable housing provision be offered on the public land, and 40% provision on the private land, this equates to 27.05% and 18.36% respectively, providing a total affordable housing provision of 45.41% on site. This calculation reinforces the view that the proposed amount of affordable housing is acceptable and compliant with Policy CS12.
145. The reasoned justification text to Policy CS12 (paragraph 5.86) states that the Council will expect that new affordable dwellings should be delivered in accordance with the tenure split in the latest SHMA. Within Woking the latest SHMA (2015) identifies that there is a need for 74% of new affordable dwellings to be in the rented tenure (social and affordable) and 26% at intermediate level (including shared ownership).
146. The applicant proposes Block 2 (277 dwellings) in the rented tenure (social and affordable) and Block 1 (191 dwellings) at intermediate level (i.e. shared ownership). This would result in, of the 468 affordable dwellings to be delivered on the site, 59% (i.e. 277 dwellings) in the rented tenure and 41% (i.e. 191 dwellings) being at intermediate level. Whilst this tenure mix does not exactly match the latest SHMA identified need the majority of affordable dwellings (i.e. 59%) would be delivered in the rented tenure, in which the SHMA identifies the greatest need.
147. Housing Services have been consulted on the application and comment that:

...it is noted that the proposed housing element would include 191 shared ownership dwellings in Block 1 (54 x 1 bed and 137 x 2 bed flats) for first time buyers, which is supported, and 277 affordable dwellings in Block 2 at Affordable Rent (capped at 80% of market equivalent or LHA whichever is the lower) which will greatly help to meet needs for persons on the Council's Housing Register. As the dwellings for Affordable Rent are smaller flats, the rents should be affordable for persons from the Housing Register.

The shared ownership dwellings would help to meet a demand in the area for persons not eligible for affordable rented dwellings (i.e. not on the Council's Housing Register) for low cost home ownership, and it is noted from the accompanying Viability Assessment that the applicants have already been in discussions with housing associations who would purchase and manage the units. Housing Services would wish to discuss with the successful affordable housing provider the entry level equity share for these shared ownership units. It is anticipated that this should be in the order of no more than 30% of the full market value to ensure that the dwellings are in the financial reach of local residents. The Council would also seek to ensure that the dwellings are restricted to local eligible persons through local connection criteria, subject to Homes England funding rules.

Overall the shared ownership provision represents 41% of the total number of affordable dwellings which is above the recommended proportion in the Strategic Housing Market Assessment, incorporated into the Core Strategy Policy CS12 and the Affordable Housing SPD, which calls for a 30/70% split between new Shared Ownership and Social/Affordable Rent provision across the Borough. However, as the provision of Shared Ownership

23 JUNE 2020 PLANNING COMMITTEE

dwellings has been below target over recent years, it is agreed, with regard to this scheme, that the higher proportion of shared ownership should be accepted, as it will meet a latent need for first time buyers seeking entry into the private housing market through the shared ownership route.

Overall, Housing Services supports this planning application which will help through its scale of development to meet needs from the Housing Register for smaller dwellings, which is where the majority of needs lie (48% of current needs are for one bed dwellings and 32% for 2 bed dwellings). The Shared Ownership dwellings will, in turn, help to address under-provision in this sub-sector in recent years and therefore also assist meeting housing needs.

148. On this basis, with Housing Services having the benefit of the most up to date evidence on this matter, (the latest SHMA dates from 2015) the tenure mix of the affordable housing proposed is considered acceptable. The matter of housing mix has already been discussed within this report in the case of both affordable and market dwellings.
149. With regards to the change in the proposed offer for affordable housing during the lifetime of the application the agent states that the Club as applicant has been working closely with GolDev Woking and Woking Borough Council to ensure that the scheme achieves a proposal that is not in conflict with the Development Plan whilst delivering the prime target of a fit-for-purpose football stadium. The agent states that a project such as this is complex, with design, costs and values changing frequently as the concept has developed, and that, when the application was submitted the applicant's advisors concluded that the scheme could not deliver the policy target for affordable homes.
150. The agent states that, since then, the applicant and their partners have continued efforts across the scheme to ensure that the delivery of affordable homes at policy levels is possible and furthermore that GolDev Woking's view is that the increased economic clarity resulting from the General Election and an outcome on Brexit, mean that the economic context in which the application sits has also changed. The agent states that whilst the economic situation with respect of the present Government restrictions re: Covid-19 is yet to be fully understood, developers and house builders are now back on construction sites, and the housing market has been restarted. The agent states that, in addition, an alternate funding structure for the affordable homes has been created which assists overall delivery and that, when combined with the view of the changing economic circumstances, this has given the applicant the confidence to propose a revised affordable housing offer.
151. The agent states that the provision of two complete blocks also ensures simple and cost effective management for both residents and a Registered Provider that will oversee the accommodation.
152. Overall the development complies with Policy CS12 and SPD Affordable Housing Delivery (2014) and the quantum, tenure and mix of affordable housing to be delivered on site is a very significant public benefit of the scheme which points heavily in favour of the application. Obligations within the Executive Undertaking would require all affordable housing (i.e. both rented tenure and intermediate level) (within Blocks 1 and 2) to be constructed and capable of occupation before any market dwellings (within Blocks 3, 4 and 5) are occupied.

Urban design and impacts on the landscape and townscape

Urban design

153. The NPPF (Paragraph 124) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. It states that

23 JUNE 2020 PLANNING COMMITTEE

good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

154. The NPPF (Paragraph 127) also states that planning policies and decisions should ensure that developments:
- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
 - f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*
155. The NPPF (Paragraph 129) states that Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development, including design review arrangements, which are particularly important for significant projects, and have regard to the outcome from these processes, including any recommendations made by design review panels.
156. The NPPF (Paragraph 130) also states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
157. Policy CS21 requires proposals for new development to create buildings and places that are attractive with their own distinct identity; they 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, and should incorporate landscaping to enhance the setting of the development.
158. Landscape character is a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another. Townscape character is the appearance and character of buildings and all other features of an urban area taken together to create a distinct visual impression.
159. Policy CS24 states that all development proposals will provide a positive benefit in terms of landscape and townscape character, and local distinctiveness and will have regard to landscape character areas. Policy CS24 states:

To protect local landscape and townscape character, development will be expected to:

conserve, and where possible enhance existing character, especially key landscapes such as heathlands, escarpments and the canal/river network and settlement characteristics; maintain locally valued features, and enhance or restore deteriorating features

respect the setting of, and relationship between, settlements and individual buildings in the landscape

conserve, and where possible, enhance townscape character, including structure and land form, landscape features, views and landmarks, and appropriate building styles and materials

support land management practices that have no adverse impact on characteristic landscape patterns and local biodiversity.

Protect and encourage the planting of new trees where it is relevant to do so.

160. Policy DM19 relates to shopfronts and states:

Proposals for new and replacement shopfronts will be permitted where they pay regard to the guidance set out in the Woking Design SPD on Shopfronts in terms of character, proportion, materiality, lighting and security; and:

- (i) they do not adversely affect pedestrian or highway safety;*
- (ii) they would preserve or enhance heritage assets having regard to design and materials of the building and adjoining shops, including any traditional or original features that should be retained;*
- (iii) they are designed to allow equal access for all users; and*
- (iv) they do not detrimentally affect the amenity of neighbouring occupiers.*

In Conservation Areas and on heritage assets, where traditional shopfronts are important, new shopfronts should be of a traditional format and reflect the character of the building and/or the area.

161. SPD Design (2015) provides design guidance and good practice to improve the quality of design in new development across the Borough. Whilst aimed at development within Woking Town Centre SPD Design (2015) provides the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to:

- Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;*
- Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;*
- Contribute positively to the setting of identified heritage assets that might be affected by the proposal;*
- Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and*
- Pay particular attention to the environment created at ground floor. Proposals must be appropriate to the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.*

Design and Access Statement (DAS)

162. The applicant's Design and Access Statement (DAS) provides information about the evolution of the design and the factors taken into consideration when preparing the development. These documents cover both the stadium and the other buildings.
163. The DAS identifies site constraints and opportunities and details how the development meets the development requirements and aims to maximise the quality of the design and minimise its negative impacts. Connections with the surrounding areas, transport and the context of the wider area are discussed. Both the stadium design and the housing blocks are the result of considerable analysis. The housing plots follow from the stadium itself, which has taken precedence in the layout.
164. The nature of the development, which includes a stadium set within a largely self-contained site, is unique in the Borough. The stadium has had to retain sufficient space to function.

Methodology

165. The ES (Volume 2) assesses potential townscape and landscape impacts of the development against a standard methodology. The ES includes assessment from agreed viewpoints that were selected in consultation with officers. Verified views provided in AVRs (accurate visual representations) showing how the proposed development could look from different locations, accurately merging the scheme into photos of the townscape, have been submitted.
166. The ES considers the visual implications of the changes from these selected viewpoints, taking into account their sensitivity and the magnitude of impact, before concluding what the extent and significance of the impact is for both the construction and operation phases of the development.
167. The significance of effects on townscape character is derived from the interaction between the sensitivity of the townscape, and the nature of the change it is likely to experience as a result of the development. The sensitivity of a townscape reflects its value together with its ability to accommodate change without fundamentally affecting its character; or if so affected in what way. Townscape sensitivity is increased by the presence of designations such as conservation areas or listed buildings; by proximity to open spaces or water bodies (which create viewing opportunities); and where built form is predominantly low-rise. Sensitivity tends to decrease as urban density and/or building heights increase, since viewing opportunities are reduced and the townscape becomes more robust to change.
168. All important views have been considered and the methodology followed is correct, though it must be noted that such representations are static and the way the development would be perceived will vary as one moves around the site, including other environmental factors such as noise and movement, and conclusions on impacts are subjective.
169. The impacts of the proposal on the townscape, taking into account the findings from the ES are described in detail in following sections.

Design assessment and impacts

Design Review

170. The development has been subject to Design Review, with the Design Review Panel (DRP) stating that they commend "*the provision of a combination of uses across the site and*

consider the injection of a greater density appropriate for this area of Woking (Para 1.21 Design Review report) and recommended *“considering whether greater height in some of the residential buildings might provide a more interesting approach to counteract the horizontality of the stadium”*.

171. In response to the comments of the DRP the applicant has, among others, removed the glass tops to the residential buildings, instead extending the brick detailing over the full extent of the buildings. The DRP commended *“the architectural distinction within the scheme shown by the brick detailing and consider the warmth in the materials appealing”* (Para 5.3) and considered *“the mansion block quality of the residential accommodation an attractive and positive attribute of the proposal”* (Para 5.5).
172. More detailed design comments in respect of each element in the scheme is given below.

The stadium

173. The stadium is on a north-south orientation, and clearly a large structure, the equivalent of between three to five domestic-storeys in height (with a maximum height of 42.8m AOD). The design is a combination of two distinct masses and from above appear as two distinct, albeit interlocking, “L’s”, with one mastering over the other. The result is that the north and west elevations of the stadium have a greater height than the east and west elevations which drop in scale. The north and west elevations are the “public face” of the stadium and address the main approach (that from Kingfield Road) and central boulevard, containing glazed frontages at ground floor level, providing active frontages that engage on a human scale. The upper areas of the north and west elevations also contain generous amounts of glazing, again providing glimpses of activity within. These elevations provide a carefully considered composition of colour, solid and void.
174. The east and west elevations wrap around the two smaller spectator decks and are simpler in their appearance. Nonetheless entrance points are clearly defined within a solid precast concrete base, which sits beneath a lighter translucent upper. Ancillary accommodation is contained within the overall mass and influences the appearance and silhouette. The stadium will lie at the heart of a cluster of tall buildings and these will be very visible from some viewpoints, with views of the stadium more glimpsed, largely between and beyond the residential blocks.
175. Policy UA44 within the emerging Site Allocations DPD supports the redevelopment of the site for a stadium (including housing), which even on its own would be a significant building, and so emerging Development Plan policy envisages a large building on the site. The design of the stadium also involves its function, use and character.
176. The surrounding residential buildings will be more prominent as a group and interrupt views of the full stadium elevations. The location of the stadium amongst new buildings avoids the potential blandness and starkness associated with many new stadium developments which often sit in large open areas surrounded by surface car parking, with little activity except for match days.
177. The most significant view of the stadium would be from the north, close to the entrance to the Woking Leisure Centre / Pool In The Park car park, where it would be seen in the middle ground of the view, being ‘framed’ by the single storey community concierge building and the taller ‘arrival’ building of residential block A. This view from Kingfield Road is important as this is the main approach for most users of the stadium and its “public face”. In this view the central boulevard would read as a logical extension of public realm on the opposite side of Kingfield Road. Furthermore the existing stadium can be seen in this view, which is not

23 JUNE 2020 PLANNING COMMITTEE

related to a heritage asset and has limited scenic value. From the south, east and west views of the stadium would be more intermittent due to the bulk of the residential buildings.

178. The north and west elevations of the stadium need to be of a high quality, marking their importance as the “public face”. The siting of the club shop, hospitality entrance and interaction of the retail uses proposed to the ground floor is appropriate, in being concentrated towards the (north-west) corner of the stadium closest to the main Kingfield Road ‘arrival’ point, and extending along the western elevation, as these uses and the new public space of the central boulevard, will provide a liveliness and sense of place that would help create an identity for the development. The club bar is located at first floor level in the north-west corner and the hospitality lounge centrally within the western elevation.
179. The proposed design and materials provide more detailed interest than typically found on new stadiums, which are often very uniform and functional in appearance. It is recommended both the materials and detail of finishes to the stadium be the subject of condition; condition 12 refers.
180. Overall the stadium building would exhibit a high quality of design which would add a distinctive structure to the area although with surrounding buildings limiting significant views. Subject to recommended conditions it would not adversely affect the character of the surrounding area. Ancillary uses within the stadium are found through each stand but are primarily focused on the northern and western stands, which is logical given their importance as the “public face”. The new stands, concourses, spectator and player facilities have all been designed to meet the latest safety and sporting standards, and will provide a high quality sport facility.
181. Therefore subject to conditions to ensure high quality finishes, the stadium, which by its very nature is large and must be functional, and which emerging Development Plan policy allocates on this site, is considered to exhibit a high quality of design which would add a distinctive structure to the area.

The public realm

182. Public realm are those parts of a village, town or city (whether publicly or privately owned) that are available, free of charge, for everyone to use or see, including streets, squares, parks, gardens and a wide variety of incidental open spaces. Policy DM17 states that development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction. Policy DM17 states:

Proposals for new development which impact upon the public realm should pay regard to the principles set out in the Woking Design SPD, and:

- (i) ensure schemes provide for or contribute towards an appropriate range of public realm features, including spill-out spaces for trade, events, relaxation and recreation; and*
- (ii) enable easy, inclusive access into and through the public realm and to buildings that provides adequately for the mobility needs of all users having regard to age, gender and disability; and*
- (iii) ensure that any car parking and provision for servicing are appropriate to the context and sensitively integrated so as not to dominate the public realm; and*

23 JUNE 2020 PLANNING COMMITTEE

(iv) *ensure schemes incorporate appropriate street furniture, clear signs, lighting and surface and landscape materials and planting of high quality, environmental performance and durability that enhance the quality, character and appearance of the public realm through their siting and design.*

183. There is a strong pedestrian focus to the public realm proposals, limiting car use and providing for free legible movement across the site. A key area of public realm would take the form of a boulevard running through the centre of the development, wrapping around the western and southern elevations of the stadium. This area would provide a managed, service vehicular access with a pedestrian, shared surface along with formal tree planting and rain gardens on either side. On match days the boulevard will become the main access route for pedestrians.
184. Two new pedestrian access routes would also feed in from Westfield Avenue (with potential for emergency vehicle access if required), being designed as 'play streets', incorporating a combination of paved and planted areas with seating and informal play opportunities. A 'play street' would also be provided between Blocks 4 and 5, which would orientate north-south and provide links through to Loop Road Recreation Ground to the south. Further public realm would take the form of a 'pocket park' to the south-west of the site and an equipped area of play to the west of Block 4.
185. New paving, street tree planting, and lighting would provide a link through the site from Kingfield Road to Loop Road and also link the site to Westfield Avenue. In a wider context this would enhance the permeability of the area and introduce public realm to a site where presently none exists.
186. The boulevard also provides a functional pedestrianised space for football crowds (although spectators would be directed into the concourse areas within the stadium by marshals), giving the opportunity to create new public realm. Public realm areas need to be both durable and attractive and the DAS and landscaping plans show good quality landscaping is proposed. The proximity of the housing blocks to the stadium avoids sparse areas that would be stark and uninviting, but does add to the overall sense of being built up and high density, with the finer detail of the materials and planting being very important to provide some human scale and distinctiveness; conditions 12 and 14 refer.
187. The development would provide links to the Public Right of Way (PROW) (Footpath 51) which borders the southern boundary of the site, linking into Westfield Grove and Kingfield Green. The southern 'arm' of the boulevard would also provide a link into the same PROW, albeit to the section running between Nut Cottage and Penlan, also linking through to Kingfield Green. These would help integrate the development with the surrounds and would be a positive improvement in permeability terms.
188. In summary, the development will enhance and create new public realm, improving links between the site and its surrounds, helping to create areas of new neighbourhood and complementing the new community infrastructure.
189. The DAS and landscaping plans demonstrate that public realm areas would be high quality and suitable for both match and non-match day use. The boulevard, and other areas, are illustrated with high quality, durable landscaping that has a good amount of detail without compromising the flow of large numbers of people when in full use. The stadium design has fully counted for crowd arrival and dispersal, with detailed arrangements covered in various management and operational plans.

The housing

190. The proposed housing is provided in a series of five blocks located around the stadium. As noted, the scheme has a high density, which exceeds the applicable density ranges from Policy CS10, and it includes tall buildings that would affect views from neighbouring areas, and affect the skyline in some views.
191. Policy CS21 states that tall buildings could be supported in Woking Town Centre if they are well designed and justified in the context but remains silent on tall building proposals located outside of Woking Town Centre. Likewise the Woking tall buildings strategy contained within SPD Design (2015) (Parts B and D) set out the strategy for tall buildings in Woking Town Centre but remains silent on tall building proposals located outside of Woking Town Centre, as in this instance.
192. Nonetheless it is recognised that SPD Design (2015) states that tall buildings are defined as buildings which are significantly taller than those around them and that any building two or more storeys higher than neighbouring properties could be considered tall. Whilst the heights of the blocks generally decrease where occurring close to the boundaries of existing development it is recognised that the blocks would constitute tall buildings, for the purposes of SPD Design (2015), based upon the maximum heights of each block, notwithstanding that these maximum heights would occur towards the less sensitive centre of an expansive site.
193. SPD Design (2015) states that all tall building applications should quote building heights, number of storeys and Ordnance Datum Level when presenting proposals and clearly demonstrate the proposal's relationship to adjacent building heights. The application contains this information.
194. The guidance for tall buildings contained within SPD Design (2015) is able to inform assessment of the application. The SPD states that the criteria against which proposals for tall buildings will be considered include, but are not necessarily limited to, the following:
- *Be of exceptional design quality and subject to a formalised design review process during the evolution of the scheme;*
 - *Not adversely affect the site's surrounds in terms of micro-climate, wind, overshadowing, glare, aviation navigation and telecommunications interference;*
 - *Contribute positively to the setting of identified heritage assets that might be affected by the proposal;*
 - *Take account of key views both across the site and long views towards the building itself. Design proposals will need to take into account the need for the building to be designed so it is seen in the round; and*
 - *Pay particular attention to the environment created at ground floor. Proposals must the streets and spaces they address and should exploit opportunities for improvement of existing and creation of new public spaces.*
195. SPD Design (2015) also contains more detailed guidance on high density mixed use development (Section 7A), tall buildings (Section 7B) and medium to high density mixed use development (Sections 8A and 9A).
196. There is considerable guidance in respect of design and tall buildings, with CABI/English Heritage issuing policy to assist evaluation of tall building proposals with this referred to where pertinent below. Setting aside context, in general design guidance for tall buildings consistently identifies some important factors in ensuring their success, these being:
- Elevations to be varied and interesting.

23 JUNE 2020 PLANNING COMMITTEE

- Tops to be well articulated with the most visible compositional elements.
- Materials to be appropriate to their settings.
- The surrounding public realm to be accessible to the public and capable of accommodating pedestrian movement.
- Microclimate impacts to be within acceptable limits.

Impacts on the character of the site

197. The site is approximately 5 hectares (ha) and irregular in shape. It can be broadly split into four areas based on its existing land uses. In summary:

- the residential properties to the north;
- the Woking Football Club in the centre and west, including a tall stand and floodlighting;
- the David Lloyd Centre to the south-east, which includes associated buildings of up to two storeys in height, surface car parking and tennis courts; and
- two buildings that house the Woking Snooker Centre (one storey) and the Woking Gymnastics Club (two storeys) to the north-east.

198. Built form within the site is predominantly medium sized footprint, rising between the equivalent of one to three domestic-storeys in height, although the tall stand of the existing stadium rises to the equivalent of approximately five domestic storeys in height. The site accommodates areas of surface car parking. The built form within the site creates a coarse urban grain which contrasts with the finer urban grain present within the surrounding area. The site is not within, nor within close proximity of, any Conservation Areas and contains no designated heritage assets. Other than access to the various facilities there is no public access into the site and no PROWs cross through it and it does not create a townscape, with the exception of the tall stand. Although the relatively low rise buildings ensure, in a wider context, its impacts are fairly benign, the undeveloped area of land along part of the Westfield Avenue frontage is apparent in public views, and detracts from the overall character. The site is broadly level with a small drop of approximately 1 metre between its northern and southern boundaries.

199. The layout of the site (with the exception of the small number of residential properties) is in contrast to development that surrounds the site, which predominantly takes the form of residential properties set within their own plots, although blocks of flats are evident in the immediate vicinity, such as Hazel House and Beech House. The existing built form within the site, with the exception of the south-west stand of the football stadium, is visible from relatively few places in the locality, as the viewpoints in the Townscape and Visual Impact Assessment (TVIA) illustrate. The majority of built form within the site therefore has little visual presence in the wider area and as such does not contribute to the character and appearance of the area. The existing site is large enough to have its own character; historically and currently this has been so as buildings on the site have been, and are, markedly different in their character and appearance from the suburban surroundings of the site (with the exception of the former (previously demolished) dwellings fronting Westfield Avenue).

200. The wider surrounding townscape is predominately characterised by one and two storey suburban residential development although there is built development to the west of the site of between three and four storeys and a single building of five stories (Hazel House). There is nothing taller in the immediate locality, although Craigmole Tower (circa 445m to the north-west), reaches eleven storeys. Buildings in the immediate area exhibit footprints ranging from small fine grained residential to medium scale leisure centres.

23 JUNE 2020 PLANNING COMMITTEE

201. Whilst the proposed development would differ from its suburban surroundings - on this site, this has generally been the case. Due to its extensive size the site has the capability to provide its own environment, and thus its own character. As the NPPF states in paragraph 127, being “sympathetic to local character” is not to prevent or discourage “appropriate change”.
202. The stadium would be located to the centre of the site. A central north-south axis boulevard (largely pedestrian only) would connect the site to Woking Park to the north (which connects to Woking Town Centre). The central boulevard would wrap around the west and south elevations of the stadium. Two new pedestrian streets would connect the central boulevard to Westfield Avenue with a further area of public realm connecting to Loop Road playing field to the south. Three residential buildings (Blocks 1, 2 and 3) would be located between Westfield Avenue and the central boulevard with a further two residential buildings (Blocks 4 and 5) located south of the stadium. The urban design of the scheme orientates the central axis boulevard towards Woking Town Centre, forming a logical main entrance point to the site from this direction, which is celebrated by the height of the curved north-east corner of Block 1 and an Art Deco inspired gateway building, alongside high quality public realm. The central axis boulevard is designed to form a ‘high street’ activated by commercial and residential activity.
203. The scheme includes a stadium and five residential buildings ranging from three to eleven storeys (stadium heights are provided as approximately equivalent to domestic-storeys). Owing to their number and extent, the five residential buildings would form an appreciable and, in some views, prominent group of buildings. Sometimes clustering of tall buildings helps to limit wider impacts, focussing them to a particular area. For this site the five residential buildings are spread around the lower stadium sited in the middle. This highlights the shape of the site and intentionally reduces the impact.
204. The magnitude of change to the built form will be high, as the proposal introduces buildings of a greater scale, height and bulk than the existing development. However the heights of the residential buildings have been designed to maximise the potential of the site in appropriate locations, such as those forming focal points and in locations generally away from the boundaries to existing development. The height of all residential buildings would vary, with residential blocks 1 and 2, which would front Westfield Avenue, varying in height considerably.
205. Whilst five residential buildings are proposed residential blocks 1, 2 and 3 would have the most presence, where viewed in conjunction with existing built development, in public views. Blocks 1, 2 and 3 would step down in a ziggurat manner from the tallest elements fronting the central boulevard opposite the western elevation of the stadium, reducing in height towards Westfield Avenue. The tallest elements of blocks 1 and 2 would demonstrate a roughly ‘U’ shaped plan, enclosing residential courtyards, with lower three storey elements reinforcing the Westfield Avenue building line in-between the taller elements. New east-west pedestrian ‘play streets’ would separate blocks 1 and 2 and blocks 2 and 3, linking to Westfield Avenue.
206. In terms of how the scheme would front Westfield Avenue block 1 would demonstrate the maximum height, being seven storeys (plus undercroft – please note that all stated storey heights are plus undercroft – undercroft being equivalent to 0.5 storey); this height would be close to the junction of Westfield Avenue and Kingfield Road whereby block 1 would be situated directly opposite five storey Hazel House such that the seven storey height would not appear unduly discordant and would mark a corner, representing good urban design and townscape practice.

23 JUNE 2020 PLANNING COMMITTEE

207. Moving south along the Westfield Avenue frontage block 1 would thereafter drop in height to three storeys before rising again in height to six storeys. Where fronting Westfield Avenue building 2 would demonstrate a height of five storeys, again reducing to three storeys and rising again to five storeys. Blocks 1 and 2 would be located directly opposite the recent residential development on the opposite side of Westfield Avenue, in which townhouses of three storeys in height (Nos.54-66 (evens) Westfield Avenue) and flatted buildings of between four and five storeys in height (Beech House and Hazel House) are evident. Where presented to Westfield Avenue the scheme would reinstate a strong building line, including to the presently undeveloped and enclosed area of land, and provide surveillance of the street. Along the Westfield Avenue frontage the undulating height of blocks 1 and 2, combined with the small breaks in building frontages to provide access to residential courtyards, would reduce the perceived scale of blocks 1 and 2. Furthermore the heights presented would remain generally consistent with those of existing development to the west such that they would not appear unduly discordant in these specific circumstances.
208. Block 3 would adopt an 'L' shaped plan, being set back from Westfield Avenue and largely east of existing suburban development. As per blocks 1 and 2, block 3 would step down in height in a ziggurat manner from the central boulevard towards the west, such that its most westerly point (that closest to Westfield Avenue) would be two storeys in height.
209. The taller elements of the residential buildings, up to eleven storeys high, would be predominantly close to the centre of the site and in locations away from boundaries to existing development. In this regard the development generally respects existing development, and the outlook of existing residents of the area, but optimises the potential of this previously developed land in locations away from boundaries to existing development. Where they occur the taller building heights are elements of a carefully considered and designed scheme. Along Westfield Avenue the development would have a ziggurat height and form, and provide, new public realm links through to the stadium and ancillary facilities.
210. Owing to their height, scale and location, the proposed tall buildings would be seen from numerous vantage points. However, simply being able to see it does not make the design poor. Tall buildings in major redevelopment schemes such as this can optimise the reuse of brownfield land and economic potential. They may also aid legibility of the townscape, acting as landmarks that help identify a point of civic or visual significance such as a football stadium, and promote regeneration. Character is about more than height, bulk and appearance, it is about distinctiveness, uses, people and communities and how places are connected. Character is also dynamic, with change over time being a fundamental feature of the urban environment including this area as most readily evidenced by the relatively recent redevelopment of the former Westfield Tip site to provide housing (now Acer Grove, Sycamore Avenue and townhouses and flatted buildings fronting the western side of Westfield Avenue).
211. The residential buildings would be clearly layered, so as to define a bottom, middle and top to the buildings, through the application of external materials. External materials would be durable; a darker grey brick would denote the 'plinth' of the buildings, with a lighter brick, including chamfered brickwork, to define the tops of the buildings. The residential buildings would be very strongly modelled through a combination of projecting and recessed balconies, the extents of glazing, window reveals and metalwork in places.
212. Within the site the environment is constrained by the new stadium. Nonetheless the masterplan approach has maximised the width of pedestrian areas, and enabled the provision of street trees and other soft planting, which will be important in creating pleasant street scenes. Taking advantage the opportunity to masterplan the site in a comprehensive manner, and therefore to provide all residential car parking in undercroft and basement

levels, will allow active frontages from residential entrances to address the boulevard and 'play streets' in particular. These relationships will help create a sense of place and the activity will add vibrancy, particularly on non-match days.

213. Overall, and provided the public realm is finished with durable and attractive materials, a distinctive environment will be created within the site. The residential buildings would be complementary in colour and tone to other buildings within the local area and the facades would be broken up with brick detailing, window openings and balconies. In addition the subtle brick colour changes of the residential blocks would help to define their bottom, middle and top, whilst also breaking down their perceived mass, and balconies and window openings would provide a vertical rhythm to the elevations. The development would provide good natural surveillance of public spaces whilst the mix of uses will maximise activity during non-match days.
214. Overall the proposed stadium and housing would result in an intensive use of the site and this is reflected in the density and built form of the proposal. However, given the large nature of the site, that it is sustainably located (as previously discussed within this report), that a mix of uses is proposed and there are significant public realm enhancements the development has the opportunity to create its own character.

Landscape, townscape and visual impact

215. Paragraph 127 of the NPPF states that planning decisions should ensure that developments, inter alia, are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
216. Policy CS24 of the Core Strategy states, inter alia, that:
- All development proposals will provide a positive benefit in terms of landscape and townscape character, and local distinctiveness and will have regard to landscape character areas:*
217. As the policy framework discussed previously sets out, the development cannot be considered in isolation. Despite the site itself not being sensitive, the height and siting of the residential buildings in particular will mean they are visible from surrounding areas, some of which may be sensitive.
218. The extended shape of the site assists its impacts on surrounding areas to vary, whilst the sensitivity to change and the acceptability of such change of the surrounds also varies. The impacts of the proposed buildings on views from over 17 vantage points are considered in the ES (Volume 2 – Townscape and Visual Impact Assessment (TVIA)). This assessment takes account of designations such as Conservation Areas and Listed Buildings.
219. The landscape and townscape character of the site and surrounding 'study area' (a 1km radius from the site boundary – informed through establishing a broad descriptive zone of theoretical visibility, although, where relevant further long distant views have been considered outside of the study area in order to consider the effects from sensitivity visual receptors) is identified and the impact of the development during the construction phase and operational phase is assessed. Viewpoints within the study area are used to assess the visual effects of the proposed development.
220. It should be noted that, other than access to the various facilities, there is no public access into the site and no public rights of way (PROW) cross through the site, although a PROW

23 JUNE 2020 PLANNING COMMITTEE

runs between Kingfield Green and Westfield Grove adjacent to the south and south-east boundaries. The site is broadly flat with a subtle drop of approximately 1m between its northern and southern boundary. The site and the east and south areas of the TVIA study area are broadly flat at 25m Above Ordnance Datum (AOD) with little visible discernible variations. The landform starts to rise to the north and west within the TVIA study area, with high points of 45m AOD at the Hockering Estate and Mount Hermon. The TVIA established that building heights present within the study area vary from one to 11 storeys (Craigmore Tower), with footprints ranging from small fine grained residential to medium scale leisure centres.

221. The TVIA establishes that the extent of existing visibility of the site, being influenced by landform, vegetation and built form, is limited to the north, north-east and west to approximately 500m to 750m, up to the properties associated with the raised areas of the Hockering Estate, Mount Hermon and Hook Heath, where they face the site. To the east (Old Woking) and south (Westfield) of the site, visibility extends due to the flat topography associated with the River Way valley floor. Views of the existing stadium and floodlighting are available from areas of open space, together with roads orientated towards the site, and properties that face the site from within a 1km radius to the south.
222. The TVIA assesses that the development would indirectly impact upon parts of the townscape character areas of 'Woking Town Centre South and Mount Hermon' and the landscape character area of 'Hoe Stream Valley', having a low to negligible magnitude of impact upon this townscape character area, and a medium to low magnitude of impact upon this landscape character area, from which partial to glimpsed views of the development would be possible. The TVIA assesses that due to their limited, or lack of, intervisibility as a result of intervening built form and vegetation the development will have limited or no effect on the townscape character areas of 'Old Woking' and 'Hockering Estate', and the landscape character area of 'River Wey Valley'.
223. The TVIA acknowledges that the development would directly affect the townscape character area of 'Westfield', within which it is located, with a high to medium magnitude of impact. The TVIA states that the development would provide a new residential area and football stadium, and create a new destination for Woking, providing routes which will increase pedestrian permeability within the local area, a new high quality public realm strategy and active frontages to provide passive surveillance and enhance the streetscapes. The residential buildings would be complementary in colour and tone to other buildings within the study area and the facades would be broken up with brick detailing, window openings and balconies.
224. In terms of the most affected close range views the development would be readily apparent from the junction of Wych Hill Lane and Claremont Avenue (View 1) however the subtle brick colour changes of the residential blocks help to define their middle and top, whilst also breaking down their perceived mass, and balconies and window openings provide a vertical rhythm to the elevations. The reduction in height where the development fronts Westfield Avenue is also apparent in this view with the closest element not appearing significantly greater in height than existing Hazel House. From the Woking Leisure Centre Entrance (View 2) the entrance to the development would occupy the middle ground of the view, being framed by the concierge building and the residential block 1, from which extends the 'main boulevard', lined by the stadium and residential buildings.
225. From Westfield Avenue (View 7) the upper floors will be glimpsed behind the existing built form present in the middle ground of the view however the subtle brick colour changes help to define the middle and top of the buildings and balconies and window openings provide a vertical rhythm to the facades. The variation in the facade material also helps to break the perceived mass of the development within the view. From Loop Road Recreation Ground

23 JUNE 2020 PLANNING COMMITTEE

(View 5) the middle and upper floors of the developments southerly residential buildings will be partially visible behind the vegetation present in the middle ground of the view. Again the subtle brick colour changes help to define the middle and top of the buildings and balconies and window openings provide a vertical rhythm to the facades. The varied building heights would be apparent in this view and this, along with the variation in the facade material, would assist in breaking down the perceived mass of the development within the view.

226. The ES establishes that low and negligible magnitudes of impact would arise to other view as below:

View No.	View Location	Visibility	Magnitude of impact
3	Elmbridge Lane	Glimpsed in background of view	Low
4	Kingfield Road, overlooking Kingfield Green	Limited glimpsed view	Negligible
6	Westfield Road, overlooking Granville Road	Upper floors glimpsed	Low
8	Hoe Valley Linear Park	Glimpsed in the background of the view - variation in the massing would create a varied skyline and, along with its facade treatment, would help to break up the perceived mass	Low
9	Hawthorn Road	Glimpsed in the background of the view, rising above the existing residential properties	Low
10	Wych Hill Lane	Glimpsed in the background of the view, rising above the existing residential properties	Low
11	Brooklyn Road	Glimpsed in the winter in the background of the view	Low
13	River Wey footbridge	Glimpsed behind the field trees present in the far middle ground of the view	Low
15	Claremont Avenue	Upper floors of one block will be glimpsed in the background of the view	Low
12	St Peters Recreation Ground	Glimpsed behind the existing built form present in the far middle ground of the view - will not significantly break the skyline and will be read in conjunction with this built form	Negligible
16	The Moorlands	Upper floors of the southern blocks will be glimpsed behind the existing built form present in the middle ground of the view - will not significantly break the skyline and will be read in conjunction with this built form	Negligible
17	Rydens Way	In the winter the upper floors of two of the blocks will be glimpsed behind the existing built form present in the middle ground of the view - will not significantly break the skyline and will be read in conjunction with this built form	Negligible

Demolition and construction impacts

227. Demolition and construction impacts typically relate to townscape character and the visual effects associated with the removal of existing buildings, enclosure of the site with hoarding and presence of construction plant, including tower cranes, piling drives and other plant. The residual effects on viewpoints is neutral or minor adverse for many areas as impacts are largely indirect as a result of partial and more distant views of demolition and construction activities. Viewpoints in closer proximity would be more affected as the works will be highly visible and impacts minor to moderately adverse. Nonetheless these impacts will be temporary, with the main peak in activity occurring during year 4 when works will occur across the stadium and blocks 2, 3 and 4. Nonetheless none of the adverse impacts during demolition and construction would arise to Conservation Areas.

Conclusion

228. In conclusion the stadium building, which by its very nature is large and must be functional, and which emerging Development Plan policy allocates on this site, would exhibit a high quality of design which would add a distinctive structure to the area although with surrounding buildings limiting significant views. The development will enhance and create new public realm, improving links between the site and its surrounds, helping to create areas of new neighbourhood and complementing the new community infrastructure.
229. Whilst the proposed development would differ from its suburban surroundings - on this site, this has generally been the case. Due to its extensive size the site has the capability to provide its own environment, and thus its own character. As the NPPF states in paragraph 127, being “sympathetic to local character” is not to prevent or discourage “appropriate change”.
230. The magnitude of change to the built form will be high, as the proposal introduces buildings of a greater scale, height and bulk than the existing development. However the heights of the residential buildings have been designed to maximise the potential of the site in appropriate locations, such as those forming focal points and in locations generally away from the boundaries to existing development. The height of all residential buildings would vary, with residential blocks 1 and 2, which would front Westfield Avenue, varying in height considerably. Where they occur the taller building heights are elements of a carefully considered and designed scheme.
231. The height of the buildings would optimise the reuse of brownfield land and economic potential, aiding in legibility of the townscape and acting as landmarks that help identify a point of civic or visual significance such as a football stadium.
232. It is acknowledged that an appeal was recently dismissed (on 27 March 2020) at 9-13 Poole Road, a site on the edge of Woking Town Centre, for a 17 storey building (LPA Ref: PLAN/2018/0633, Appeal Ref: APP/A3655/W/19/3229047). The Poole Road development was for a single building of 17 storeys, and therefore taller than this proposal. A key consideration in this proposal is that a cluster of new buildings are proposed, with this development thus representing the entire redevelopment of a very large application site, and its comprehensive master planning to create a distinctive new neighbourhood. Whilst the proposed development would differ from its suburban surroundings - on this site, this has generally ever been the case. Due to its extensive size the site has the capability to provide its own environment, and thus its own character.
233. Mitigation for impacts arising from height and bulk includes detailed, quality design. However if Members consider that such mitigation has not fully addressed impacts arising from height

and bulk Members will need to consider whether these are offset or outweighed by other beneficial aspects of the whole development, in particular the creation of a new townscape comprising provision of a new stadium with its associated community benefits and a significant amount of new housing within a sustainable location within the Urban Area.

Built heritage

234. A key objective of the Woking Core Strategy is to preserve and enhance the heritage assets of the Borough. Policy CS20 seeks to protect and enhance the Borough's heritage assets in accordance with relevant legislation and guidance in the National Planning Policy Framework (NPPF). Policy CS21 lists a number of design criteria that new development should meet, and the SPD Design (2015) provides supplementary guidance on the design of new development affecting heritage assets.
235. Policy CS20 states that new development must respect and enhance the character and appearance of the area in which it is proposed whilst making the best use of the land available and that new development should also make a positive contribution to the character, distinctiveness and significance of the historic environment. Policy CS20 states 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. In this regard heritage assets include, inter alia (others not relevant in this instance), Listed Buildings (statutory and non-statutory) and Conservation Areas. Policy CS20 also states that there will be a presumption against any development that will be harmful to a listed building.
236. Policy DM20 provides more detail on the design of development proposals which affect a heritage asset and/or their setting. In terms of the relevant legislation referred to within Policy CS20 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that, in considering whether to grant planning permission for development which affects a listed building or its setting, special regard must be had to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Section 72(1) of the same Act states that, in exercise of planning functions, special attention must be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
237. 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. In terms of heritage impacts it is the degree of potential 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.
238. Paragraph 197 of the NPPF sets out that the effect of an application on the significance of a non-designated heritage asset (ie. Locally Listed building) 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.
239. The site contains no statutory and non-statutory listed buildings, and is not within, and not adjacent to, any Conservation Areas. Nonetheless the development does have the potential to affect the setting (an indirect effect) of such heritage assets. The topography rises to the north, north-west and north-east of the site such that the development would be less apparent in conjunction with statutory and non-statutory listed buildings located in these directions.

23 JUNE 2020 PLANNING COMMITTEE

240. The closest statutory listed building to the site is Elmbridge Cottage, Kingfield Road (Grade II), a seventeenth century timber-framed cottage, which is separated from the site by Kingfield Road. New buildings would be located in excess of 100 metres from Elmbridge Cottage. Whilst glimpsed views of the development may be apparent, in conjunction with views of Elmbridge Cottage, when travelling along Kingfield Road in such views the development and Elmbridge Cottage would be seen at opposing peripheries of the view, with Kingfield Road towards the centre of the view, and would not harm the significance of this designated heritage asset. Other designated heritage assets within the locality include Howards Farm House, Stockers Lane (Grade II – approximately 220m east) and Laurel Cottage, 6 Stockers Lane (Grade II – approximately 320m east), although these are considered sufficiently distant, and with intervening landscape and built form, such that there would be no degree of harmful indirect effects upon the significance of these designated heritage assets. Representative view 16 within the TVIA (from The Moorlands) shows The Old Oak Cottage, 17 Vicarage Road (Grade II). Although in excess of 240m to the north-west part of the development is apparent just above the rooflines of properties fronting Vicarage Road however there would be no degree of harmful indirect effect upon the significance of The Old Oak Cottage.
241. Several locally listed buildings are present along Kingfield Green and Loop Road (to the east and south-east). The development would be readily apparent in the background of views of Kingfield Cottage, Kingfield Green and, to a lesser extent, in the background of views of Fairview, No.3 Loop Road. In views of Fairview, No.3 Loop Road the development would be located at distance beyond existing intervening built development. Whilst the development would be more apparent in the background of views of Kingfield Cottage, Kingfield Green any effect would be indirect and, for the combined reasons set out, would not cause any harm to the significance of these locally listed buildings (non-designated heritage assets).
242. The closest Conservation Areas to the site are:
- Mount Hermon Conservation Area - Approximately 400m to the north-west, beyond Turnoak roundabout. Probably the most significant development in Woking south of the railway line following the completion of the station in 1838. Contains excellent examples of Edwardian suburban housing; the majority of the original houses in the area have a distinctive architectural style with steep pitched roofs and decorative timber work to the elevations.
- Ashwood Road / Heathside Park Road Conservation Area - Approximately 600m to the north-east. Large detached dwellings predominate in the area, generally constructed during the early Edwardian period and with 'Arts and Crafts' references.
- The Hockering Estate Conservation Area - Approximately 900m to the north-east. Comprises a medium sized early-inter war private housing estate, well defined and characterised by substantial individually designed houses, many in the 'Arts and Crafts' style. Houses are predominantly set within generous plots within a mature, sylvan landscape which contains many specimen deciduous and coniferous trees.
243. In addition Old Woking Village Conservation Area is located in excess of 1,100m to the south-east.
244. The closest Conservation Areas (Mount Hermon and Ashwood Road / Heathside Park Road CAs) are both in excess of 400m from the site, with the Mount Hermon CA on higher ground. The TVIA includes a view from Wych Hill Lane (View 10), close to the Mount Hermon CA, which demonstrates that upper floors of the development will be glimpsed in the background of the view, representing a magnitude of low impact. The TVIA demonstrates no material impact upon the setting of the Mount Hermon CA. The Ashwood Road / Heathside Park

Road CA is approximately 600m from the site; this level of separation, together with existing intervening built form, vegetation and landform, would preclude any material impact upon the setting of this Conservation Area. Taking into account that other Conservation Areas would be further distant from the site than those detailed the same conclusions would apply to more distant Conservation Areas. Similarly the Hockering Estate CA is approximately 900m from the site, and the Old Woking Village CA in excess of 1,100m from the site; these levels of separation, together with existing intervening built form, vegetation and landform, would preclude any material impact upon the setting of these Conservation Areas.

245. The Council's Historic Buildings Advisor does not consider the development would affect the setting of the closest Statutory Listed Buildings. Historic England do not wish to offer any comments on the application.
246. Overall the proposed development would result in no direct effect upon any built heritage asset (archaeology is considered separately). Furthermore the development would not be harmful to the setting (an indirect effect) of any statutory listed building or Conservation Areas (designated heritage assets). Whilst the development may result in indirect effects to the settings of some locally listed buildings, for the combined reasons set out, such effect would not cause any harm to the significance of such non-designated heritage assets. The proposed development therefore complies with Policy CS20 of the Woking Core Strategy, Policy DM20 of the DM Policies DPD, the relevant provisions of the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

Archaeology (below-ground heritage)

247. Paragraph 189 of the NPPF states 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. Policy CS20 of the Woking Core Strategy states that on all development sites over 0.4 hectares an archaeological evaluation and investigation will be necessary if, in the opinion of the County Archaeologist, an archaeological assessment demonstrates that the site has archaeological potential.
248. Whilst the site is not within an Area of High Archaeological Potential (AHAP) the site area exceeds 0.4 hectares. A desk-based study therefore assesses the impact of the development on archaeological remains, stating that the area is not very well understood archaeologically. The assessment states that there is a low to moderate potential for isolated prehistoric remains to be found based on the site's favourable location near to a water source, making it an attractive area for settlement and farming, although such remains would be of low heritage significance. The assessment states that there is low potential for remains from all other periods (ie. Roman/Saxon/Medieval/Post-Medieval) because the site was located in open fields some distance from the main area of settlement around Old Woking to the east and remained open until the sports ground and housing were constructed in the early part of the twentieth century.
249. The County Archaeologist comments that intrusive archaeological investigation will be required in order to confirm; the archaeological potential, the extent of prior impact and the extent of proposed impact, and that an archaeological trial trench evaluation/targeted test pitting exercise should be undertaken in the first instance to confirm any areas which are likely to have retained archaeological potential as well as the nature, date, extent and significance of any archaeological heritage assets present.
250. The County Archaeologist further comments that given there is nothing to suggest archaeological remains worthy of preservation in situ will be present such archaeological

work can be secured by planning condition; condition 64 refers. Subject to this condition the proposed development complies with Policy CS20 of the Woking Core Strategy (2012), Policy DM20 of the DM Policies DPD (2016) and the relevant provisions of the NPPF.

Stadium operation and impacts

251. The layout of the development includes housing in close proximity to the stadium, and potential pedestrian routes to the stadium from various public transport modes (particularly from Woking railway station) would go along Guildford Road, part of White Rose Lane and potentially Claremont Avenue. Pedestrian traffic would also route through Woking Park and therefore has potential to disturb residential occupiers close to the pedestrian routes through Woking Park.
252. The stadium would be used for football for 23-30 Woking FC first team games a year, with most taking place on Saturday afternoons (typically 3:00pm kick-off), and some on a weekday evening (typically Tuesdays and 7:45pm kick-off). At other times it would accommodate the management offices of WFC. On non-match days the stadium's hospitality facilities would be available for commercial use such as for conferences, with the potential to operate more than once per week.

Match days

253. Many objections raise concerns about the impacts of large crowds and the associated potential for anti-social behaviour, safety hazards, noise and general overcrowding. Other objections relating to music concerts and rugby may be discounted as they are not currently proposed and would require a further planning application (condition 09 refers).
254. The proposal would increase the capacity of WFC compared to its existing ground and would allow it to cater for greater numbers of away supporters. Consequently, if used to capacity, larger numbers of people would be coming and going in the area, albeit the surrounding area is already subject to significant impacts from the existing football stadium. Nonetheless the increased capacity, if used to capacity, would create both real and perceived impacts on local residents, primarily through disruption on match-days from crowds using footpaths and public transport such as trains and buses. Other impacts such as increased noise are also likely.
255. Some impacts are inevitable with large crowds, and although the disruption would be limited to match days and temporary in nature, without satisfactory management they would potentially have negative effects on local residents, albeit local residents are already subject to significant impacts from the existing football stadium. Disruption during match days would also potentially have negative effects on residents of the housing which forms part of the development. The major impacts expected are discussed below, though detailed traffic and transport effects are dealt with separately later within the report.

(i) Safety

256. Safe use of the stadium for spectators and people nearby is governed by non-planning requirements and legislation. Other regulatory controls including Building Regulations and Fire Safety also apply. In any event the stadium cannot be used without the necessary certification and so safety is able to be satisfactorily addressed through other controls.

(ii) Access

257. At full capacity there will be 9,026 people on the site of the stadium, with these people arriving from all directions and variety of modes of transport. Turnstiles and entrances are provided at a number of points around the stadium. Fuller impacts on transport modes and routes are discussed later within this report, but once people are at the site their movement would be satisfactory, with the central boulevard and concourse areas providing areas where people can move safely across the site. The boulevard area would be robustly landscaped to cater for crowds, but also show sufficient quality to make this space attractive.

(iii) Noise

258. Policy CS21 states that proposals for new development should be designed to avoid significant harm to the environment and general amenity, resulting from, inter alia, noise. For noise generating forms of development, or proposals that would affect noise-sensitive uses, Policy DM7 requires a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level, stating that development will only be permitted where mitigation can be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites.
259. Crowds entering the stadium will be encouraged into the concourse areas, which will serve food and beverages prior to the match and at half-time. There will be no confectionary or temporary food and beverage facilities outside the stadium (condition 06 refers) and spectators will not be re-admitted to the stadium once they leave.
260. During football matches there would be occasional crowd noise (cheering etc) and from the public address/voice alarm (PA/VA) system that could be heard outside the stadium, including at neighbouring residential areas. Such noise would be intermittent and occur only on match-days, would not occur during early mornings or late evenings and in an area that is subject to noise from the existing football stadium. Conditions limiting the use and number of events are proposed to minimise impacts (particularly conditions 09, 10 and 11).
261. During a maximum capacity match (a 'worst-case' scenario) many existing residential receptors within the locality will be subject to a decrease in ambient noise level in comparison to the existing situation, with the greatest decrease being -13dB (LA_{eq,T}) at both The Dell and Cotswolds. Whilst many existing residential receptors will be subject to an increase in ambient noise level in comparison to the existing situation the greatest increase (+8dB (LA_{eq,T}) at Penlan) would nonetheless have a low magnitude of impact and would therefore not give rise to significant harm. Noise from the public address/voice alarm (PA/VA) system can be controlled through condition 41 to ensure no significantly harmful impact to existing and proposed dwellings.
262. The ambient noise levels associated with match crowd dispersion have also been assessed along several pedestrian routes between the stadium and Woking Town Centre. This assessment has been based on a maximum capacity match (a 'worst-case' scenario) with the greatest increase in ambient noise level being +5 dB (LA_{eq,T}) within Woking Park, which would have a minor effect and therefore not give rise to significant harm.

(iv) Event Management Plan

263. To ensure the stadium functions well, with efficient access and egress, and to minimise disruption to activities and living conditions of non-spectators and residents in the area, an Event Management Plan (EMP) is proposed (condition 28 refers).

264. It would cover many functional issues such as park and stride promotion and taxi/car share promotion for spectators, provision of pedestrian wayfinding signs, provision of advanced journey information (including rail and bus timetables) for spectators, in the event of a high attendance match measures for managing the impacts at Woking railway station and marshalling of spectators along key walking routes between Woking railway station and the stadium (to be developed in consultation with Network Rail / South Western Railway), pre-event liaison with emergency services, site contact details for the person responsible for managing special events, marshalling of the signalised pedestrian crossing on Kingfield Road, marshalling within the Kingfield Road site access and stadium car park and general management of the surrounding area during match days (which may include post match litter collection and street cleaning).

(v) Stadium Travel Plan

265. A Stadium Travel Plan would aim to maximise use of sustainable transport to the stadium on match days, and would be secured through Executive Undertaking, including monitoring. The Stadium Travel Plan is discussed later in the report.

Non-match days

266. The stadium would be used on non-match days by WFC management and the associated retail (A1-A3), commercial (B1) and community (D1) uses, including the medical centre. These operations would ensure activity on non-match days and hours of operation would be restricted through condition 11. These operations are not expected to have significant effects on the environment with the retail, commercial and community uses relatively small in scale and expected to predominantly serve the local area, including residents of the proposed housing.

267. Other possible non-match day uses for the stadium facilities include use of hospitality areas for functions and conferences in order to generate income for the club and make full use of the stadium. This use would be ancillary to the stadium's football use and would not be of a scale likely to generate significant impacts on the environment noting there is some parking for the stadium on site.

Conclusion on stadium operation and impacts

268. The provision of the stadium, with its capacity for 9,026 spectators, would be likely to result in some disturbance and disruption of the local area. Such impacts are however intermittent, with them occurring on match days only. The Event Management Plan (condition 28 refers), and Stadium Travel Plan (secured through Executive Undertaking), would be capable of adequately controlling most impacts. Whilst there would be some unavoidable inconvenience and disruption from large crowds on match days the stadium would be retained on its existing site, and therefore such impacts would not be introduced to an area which does not already experience such impacts. Furthermore, the temporary, intermittent nature of these impacts should be balanced against the overall benefits of the development and in this regard the retention of WFC in the area, and facilitating its longer term survival, is considered to be of great benefit.

Transport, highways and parking

269. The NPPF promotes sustainable transport (Section 9), stating that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 108 of the NPPF states that decisions should take account of whether:

23 JUNE 2020 PLANNING COMMITTEE

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) 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.

270. Paragraph 109 of the NPPF states 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.

271. Paragraph 111 of the NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. These requirements are reflected within Policy CS18. Chapter 7 of the Environmental Statement (ES) addresses highways and transport, including a Transport Assessment (TA) within the relevant technical appendix.

272. The highways and transport information has been assessed by the County Highway Authority (CHA) (Surrey County Council).

Highway capacity and highway improvement works

273. The applicant's Transport Assessment (TA) – contained within the ES – provides an assessment of the potential impact of the proposed development on the highway network at the following locations:

- Stadium Access Junction
- Northern Residential Access Junction (Blocks 1+2)
- Southern Residential Access Junction (Blocks 3, 4 and 5)
- Westfield Avenue / Kingfield Road Junction
- Turnoak Roundabout (Wych Hill / Kingfield Road)
- York Road / Guildford Road Junction
- High Street / Kingfield Roundabout
- Mayford Green Road / Egley Road Roundabout
- Claremont Avenue / Kingfield Road

274. and in the following scenarios:

- Base 2019
- Base 2024
- Base 2024 + Residential Development
- Base 2024 + Residential Development + 4,000 Capacity Crowd
- Base 2024 + Residential Development + 5,500 Capacity Crowd
- Base 2024 + Residential Development + 9,500 Capacity Crowd

275. and during the following time periods:

- AM (07:45-08:45)
- PM (16:45-17:45)
- Non-Matchday Saturday Pre-Game (13:45-14:45)
- Non-Matchday Saturday Post-Game (16:45-17:45)

23 JUNE 2020 PLANNING COMMITTEE

- Matchday Weekday Pre-Game (18:45-19:45)
- Matchday Weekday Post-Game (21:30-22:30)
- Matchday Saturday Pre-Game (13:45-14:45)
- Matchday Saturday Post-Game (16:45-17:45)

276. A greater stadium capacity (9,500) than proposed (9,026) has been used to represent a robust assessment; in reality the impacts of the stadium will be less than the impacts shown in the TA. The Base 2019 is informed by traffic survey data collected on the 4th April, 6th April and 18th May 2019. The Base 2024 is informed by the Base 2019 data, which has been uplifted by a TEMPro growth factor to replicate potential traffic growth in the area. The Base 2024 + Residential Development assesses the impact of the residential element on the local highways network. The remaining scenarios assess the impact of a 4,000, 5,500, and 9,500 capacity crowd on the highways network on top of the 2024 Base + Residential scenario.
277. Additional highways technical notes (dated 03.03.2020 and 13.03.2020) have also been prepared by the applicant in response to comments from the County Highway Authority.
278. The impact of the development on each of the assessed junctions in the AM and PM peak periods has been modelled by the applicant using specialist software, the results of which are shown in the following table (extracted from the TA):

Junction	AM/PM	Base 2024	Base 2024 + Resi	% Impact
Football Club Access	AM	1617	1674	3.53%
	PM	1635	1542	-5.69%
Westfield Avenue/Kingfield Road	AM	2052	2145	4.53%
	PM	1910	1872	-1.99%
Turnoak Roundabout	AM	3308	3335	0.82%
	PM	3250	3174	-2.34%
York Road/Guildford Road	AM	1946	1964	0.92%
	PM	1977	1947	-1.52%
Kingfield Road/High Street	AM	1512	1538	1.72%
	PM	1808	1844	1.99%
Mayford Green Road/Egley Road Roundabout	AM	2790	2802	0.43%
	PM	2637	2626	-0.42%
Claremont Avenue/Kingfield Road	AM	2083	2098	0.72%
	PM	1866	1783	-4.45%

279. The impact of the development at each of the assessed junctions in the Pre-Match and Post-Match periods has also been modelled by the applicant using specialist software, the results of which are shown in the following table (extracted from the TA):

Junction	Pre/Post match	2024 Matchday Base	Base 2024 + Resi + 9,500	% Impact
Football Club Access	Pre-match	1521	1552	2.04%
	Post-match	1375	1583	15.13%
Westfield Avenue/Kingfield Road	Pre-match	1722	1907	10.74%
	Post-match	1592	1880	18.09%
Turnoak Roundabout	Pre-match	2686	2951	9.87%
	Post-match	2488	2840	14.15%
York Road/Guildford Road	Pre-match	1811	1984	9.55%
	Post-match	1567	1764	12.57%

23 JUNE 2020 PLANNING COMMITTEE

Kingfield Road/High Street	Pre-match	1536	1798	17.06%
	Post-match	1396	1759	26.00%
Mayford Green Road/Egley Road Roundabout	Pre-match	2053	2298	11.93%
	Post-match	1778	2085	17.27%
Claremont Avenue/Kingfield Road	Pre-match	1728	1924	11.34%
	Post-match	1541	1798	16.68%

280. A junction is deemed to be operating efficiency and within capacity whilst the RFC (Ratio to Flow Capacity) is below 0.85 (85%) of its theoretical capacity. When the RFC figure is 1.00 then the junction is considered to be operating at capacity.

Junction	Max RFC	Max RFC Scenario
Kingfield Road / Woking FC Stadium Access / Woking Park Access	1.10	2024 + Resi + 9,500 Capacity Weekend Post-Game (Matchday)
Northern Residential Access Junction Blocks 1+2	0.12	2024 + Residential (AM)
Southern Residential Access Junction Blocks 3, 4 and 5	0.31	2024 + Residential (AM)
Westfield Avenue / Kingfield Road Junction	1.02	2024 + Residential (AM)
Turnoak Roundabout	1.10	2024 + Resi + 9,500 Capacity Weekend Post-Game (Matchday)
York Road / Guildford Road Junction	0.73	2024 + Residential (AM)
Kingfield Road / High Street Roundabout	1.12	2024 + Resi + 9,500 Capacity Weekend Pre-Game (Matchday)
Mayford Green / Egley Road Roundabout	0.73	2024 + Residential (PM)
Claremont Avenue / Kingfield Road / Wych Hill (Version B)	1.36	2024 + Resi + 9,500 Capacity Weekday Pre-Game

281. The results demonstrate that the football club access junction operates satisfactorily in the majority of scenarios, with the junction only operating over capacity post-match when there is a 9,500 crowd at the stadium, which will be a very irregular occurrence and for a maximum capacity event something which is reasonable to expect and can be managed through the Event Management Plan, which will include that the flow of vehicles from the stadium car park following a match will be managed by stewards, and delayed by 30 minutes to allow the crowds to clear to help control and manage the demand on the highway network. Throughout most of the week the football club access junction will operate within capacity and the primary objective of the proposed improvements is to enhance pedestrian facilities and better accommodate large number of pedestrian movements at this junction at peak times without adversely impacting on the operation of the highway network.

282. The results demonstrate that the northern residential access junction (blocks 1+2) operates satisfactorily in all scenarios with a maximum RFC of 0.12 recorded in the AM Peak in the 2024 Base + Residential Development scenario, and that the southern residential access

23 JUNE 2020 PLANNING COMMITTEE

junction (Blocks 3, 4 and 5) operates satisfactorily in all scenarios with a maximum RFC of 0.31 recorded in the AM Peak in the 2024 Base + Residential Development scenario.

283. The results demonstrate that the Westfield Avenue / Kingfield Road junction operates within capacity for all scenarios apart from the 2024 Base + Residential Development scenario in the AM Peak, which reports an RFC of 1.02. The Turnoak Roundabout operates within capacity for all of the weekday AM and PM peak scenarios with a maximum RFC of 1.00 recorded in the AM peak in the 2024 Base + Residential Development scenario. The only scenario whereby the roundabout operates over capacity is the Weekend Post Game 2024 + Resi + 9,500 capacity. A typical attendance at the football stadium will not have an adverse impact on the operation of this junction, with the junction only exceeding capacity in a maximum attendance scenario (9,500 spectators), which will be an irregular occurrence and will not cause regular inconvenience for any noticeable period of time.
284. The results demonstrate that the York Road/Guildford Road junction operates satisfactorily in all the modelled scenarios with a maximum RFC of 0.73 recorded in the AM Peak in the 2024 Base + Residential Development scenario.
285. The results demonstrate that the Kingfield Road / High Street Roundabout operates within capacity for all of the AM and PM peak scenarios with a maximum RFC of 0.97 recorded in the PM peak in the 2024 Base + Residential Development scenario. Whilst the roundabout would operate over capacity in the Weekend Pre and Post Game 2024 + Resi + 9,500 capacity, and Weekday Pre-Game 2024 + Resi + 9,500 capacity, a typical attendance at the football stadium will not have an adverse impact on the operation of this junction, with the junction only exceeding capacity in a maximum attendance scenario (9,500 spectators), which will be an irregular occurrence and will not cause regular inconvenience for any noticeable period of time.
286. The results demonstrate that the Mayford Green/Egley Road junction operates satisfactorily in all the modelled scenarios with a maximum RFC of 0.73 recorded in the PM Peak in the 2024 Base + Residential Development scenario.
287. The results demonstrate that in all scenarios the Claremont Avenue / Kingfield Road / Wych Hill Lane (Version B) junction operates within capacity apart from the Weekday Pre-Game scenarios and the Weekend Pre and Post-Game 2024 + Resi + 9,500 Capacity scenario. In the Weekday Pre-Game scenarios the impact of the development is minimal, with the junction operating at capacity in the 2019 Base scenario and 2024 Base scenario, with little fluctuation as a result of the addition of the development, except in the maximum capacity scenario, when any delay will be short-lived and infrequent, and only occur when a maximum attendance coincides with a weekday fixture, which is infrequent – Woking FC only have 5 home fixtures on a typical weekday in the 2019/20 season.
288. The County Highway Authority (CHA) (Surrey CC) comment that local key junctions have all been modelled and the results included as part of the Transport Assessment (TA). The audits have all been assessed by the Modelling Team at Surrey County Council, and have all passed. The County 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 however, rather than increasing capacity at these junctions for vehicles, the County Highway Authority has agreed with the applicant that pedestrian safety improvements were more necessary. A scheme for a zebra crossing has been developed for the Westfield Road/Kingfield Road junction, and more minor pedestrian crossing improvements developed 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, these off-site highway works may need to be amended accordingly,

23 JUNE 2020 PLANNING COMMITTEE

with the works then undertaken through Mini S278, or full S278 agreements with Surrey County Council.

289. The off-site improvement works (a zebra crossing for the Westfield Road/Kingfield Road junction and more minor pedestrian crossing improvements for the Kingfield Road/Vicarage Road/High Street roundabout) will be secured through the Executive Undertaking.

Trip generation (residential)

290. The applicants submissions contain a comparison between the vehicle trips generated by the existing site, comprising of the David Lloyd fitness centre, gymnastics and snooker club and the existing football stadium, and the vehicle trips generated by the residential element of the proposed development in the AM and PM Peak Hours:

	Existing Site			Proposed Residential Trips		
	In	Out	Two Way	In	Out	Two Way
AM	98	39	137	45	213	258
PM	174	182	356	198	95	293

291. The total external residential multi-modal trip generation, combining all journey purposes (employment, education, leisure / recreation) is summarised as:

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Train	6	29	35	35	17	52	7	8	15	8	4	12
Bus	14	66	80	22	11	33	10	12	23	12	6	18
Taxi	1	3	4	6	3	9	4	5	8	4	2	6
Motorcycle	1	3	3	4	2	5	1	1	2	1	0	1
Car Driver	45	213	258	198	95	293	66	82	148	77	39	116
Car Passenger	13	60	72	109	52	161	71	88	159	83	42	125
Bicycle	4	20	25	18	9	26	5	6	11	6	3	9
Walk	38	180	218	79	38	116	35	43	78	41	20	61
Other	2	9	11	5	2	7	2	3	5	3	1	4
Total	124	583	706	475	227	702	200	248	449	235	117	352

Parking and transport (stadium and non-residential)

292. Policy CS18 states that maximum car parking standards will be implemented for all types of non-residential development. SPD Parking Standards (2018) sets out the following maximum on-site parking standards for non-residential uses:

Use Class	MAXIMUM per sq.m Gross Floor Area (GFA)
A1 Retail	
Food or non-food retail eg: small parades of shops serving the local community (up to 500 sq.m)	1 car space per 30 sq.m
B1 Business	
Offices, research and development, light industry appropriate in a residential area – threshold of 2500 sq.m	1 car space per 30 sq.m
D1 Non-residential institutions	
Doctor's / Dentist's practices	1 car space per consulting room remaining spaces on individual assessment

23 JUNE 2020 PLANNING COMMITTEE

D2 Assembly and leisure	
Stadia	1 car space per 15 seats OR individual assessment / justification

293. A total of 60 on-site car parking spaces, and one coach space, will be provided for the stadium, primarily for the use of disabled fans and staff and will be managed by on site stewards on match days. The car parking spaces are to be located to the east of the stadium and the coach parking space will be located in the turning head at the east of the stadium (and will only be used for the team coach on match days). There is no designated spectator parking at the existing stadium which, the Stadium Travel Plan states, encourages the use of sustainable transport to and from the stadium on match days with the close proximity of the stadium to local bus services and Woking railway station.
294. The new stadium will contain retail units over a total floor area of circa 500 sq.m, which will include a club shop for Woking FC, and potentially a convenience store and a pharmacy. This retail floorspace will primarily serve the proposed residential element and football club, although they will also be available for public use. It is expected that trips from outside the site to these retail areas will typically be on foot or by bicycle, and pass-by or linked trips. No car parking spaces are proposed to serve these units, which accords with the maximum car parking standards for all types of non-residential development as per Policy CS18 and SPD Parking Standards (2018).
295. A medical centre is proposed within the stadium (the north stand); the catchment of patients is expected to be within a localised radius of the site. No car parking is proposed for medical centre patients, with the exception of disabled spaces provided within the proposed stadium car park. Due to the locality of the catchment, it is expected that patients will access the medical centre via sustainable modes of travel, including on foot. The medical centre is likely to accommodate 6-8 consultation rooms (condition 05 secures detailed internal layout plans); in line with SPD Parking Standards (2018) 8 parking spaces will be provided to serve the medical centre (condition 21 refers), being accommodated within the proposed stadium car park.
296. In terms of Electric Vehicle (EV) charging points for the non-residential elements SPD Climate Change (2013) states that the ratio for development with parking spaces intended for employees and visitors/shoppers/clients (if 20 car parking spaces or more are to be provided) is 5% active charging points and 10% passive charging points, although if the development has Borough-wide or greater importance (e.g. entertainment complex) then a greater level of active charging provision than the minimum will be required. The applicant has agreed that at least 20% of the available parking spaces for the stadium will be provided with active charging provision, which is considered to be appropriate (condition 23 refers).
297. The proposed development is not proposing the introduction of Traffic Restriction Orders (TROs). However, the applicant is willing to fund a consultation exercise undertaken by Surrey County Council, and possible implementation of any TROs following this consultation exercise.
298. The TA sets out that a survey was undertaken on 6th August 2019 to derive a mode split of visitors to the football stadium. The TA contains the following table as a multi-modal forecast of the anticipated mode of travel for a 9,500-capacity crowd (greater stadium capacity than proposed to represent a robust assessment):

Mode	Questionnaire Mode Share	Multi-Model Forecast
Train	12.6%	1,197
Bus	2.7%	257

23 JUNE 2020 PLANNING COMMITTEE

Taxi	1.8%	171
Motorcycle	0.4%	38
Car Driver	31.15%	2,959
Car Passenger	31.15%	2,959
Bicycle	0.9%	86
Walk	19.3%	1,834
Other	0.0%	0
Total	100%	9,500

299. However the TA sets out that the introduction of measures associated with the Mobility Strategy and Stadium Travel Plan, including the provision of additional bus services and improved signage to and from Woking railway station, is likely to result in a more sustainable mode split than that summarised above.

(i) Walking

300. The TA sets out that pedestrian routes surrounding the site are extensive and that the entirety of the route from the site to Woking railway station / Woking Town Centre can be accessed through public footpaths or pedestrian footways. The distance people are prepared to walk will vary depending on journey type, journey purpose, and personal preference. Government indicates 2km as being a reasonable guide for an acceptable distance for journeys on foot. Furthermore, the Institution of Highways and Transportation (IHT) guidelines suggests an acceptable walking distance for pedestrians without mobility impairment of 2 km, this equates to an approximate 25-minute walk. A large area of Woking, including Woking railway station / Woking Town Centre, recreational parks and local services and facilities, are accessible on foot from the site.

301. The TA summarises the forecast demand for walking for a matchday purpose as below, for which it is stated that the results were calculated following the undertaking of a pedestrian survey at the football club site access on 6th April 2019 where an attendance of 4,589 was recorded. Due to the limited capacity of the stadium car park and that the proposed future operation of the car park which will primarily be for players and officials, the below assumes that supporters final mode to the stadium will be on foot:

Mode – Walking Attendance	Saturday (Pre-Game) Hour		Saturday (Post-Game) Hour	
	Arrive	Depart	Arrive	Depart
4,000	4,000	20	217	4,000
4,589 (observed)	4,589	23	249	4,589
5,500	5,500	28	298	5,500
9,500	9,500	48	515	9,500

302. As Woking railway station, public car park locations and Woking Town Centre are located to the north it is anticipated that this will be the most common route for those leaving the stadium. The nearest bus stops are located to the east of the main site access on Kingfield Road and therefore this is likely to account for a proportion of the visitors arriving and departing from the east. The noise implications of this crowd dispersion have been considered in the noise section of this report.

303. In the event of a high-attendance match, the signalised pedestrian crossing on Kingfield Road, and walking routes to and from the stadium will be controlled and managed (i.e. marshalled) as part of the Event Management Plan (EMP) (condition 28 refers).

23 JUNE 2020 PLANNING COMMITTEE

(ii) Cycling

304. The TA sets out that an on-road cycle route - National Cycle Network (NCN) Route 223 - passes the site along the western boundary on Westfield Avenue, extending northbound through Woking Park towards Woking railway station / Woking Town Centre, and southbound from the site towards Guildford. Government research states that for journeys of less than between 5km and 8km cycling has the potential to replace car trips; equating to a 30-minute cycle. With the introduction and increased uptake of electric cycles, the distance people are prepared to cycle is increasing and journeys to work by cycle often exceed 8km, and much will depend on personal preference and the type of facilities available to cyclists at the end of their journey. The entirety of the town of Woking and its local services and facilities are accessible by cycle from the site. The outskirts of Guildford can also be reached within a 30-minute cycle.
305. The TA states that during surveys undertaken on 6th April 2019 (on the day of a Woking FC match with an attendance of 4,589) a very low number of visitors cycled to the stadium (4 in the pre-match hour). However an uplift in cycling, taking into account the increased capacity of the stadium and the proposed approach to Mobility (i.e. promoting sustainable modes of transport), should result in increased cycle activity, which should be encouraged.
306. In terms of non-residential uses SPD Parking Standards (2018) sets minimum cycle parking standards based on floor area or number of seats, with the following applicable in this instance:

Use Class	MINIMUM cycle parking
A1 Retail	
Food retail	1 space per 125 sq.m (town/local centre) 1 space per 350 sq.m (out of centre)
Non-food retail	1 space per 300 sq.m (town/local centre)
All other retail uses	Individual assessment
A2 Financial/professional services	1 space per 125 sq.m
A3 Food and drink	
Restaurants, snack bars and cafes. For sale and consumption on the premises (if located beyond Town Centre locations)	1 space per 20 seats (min 2 spaces)
B1 Business	
Offices	1 space per 125 sq.m (min 2 spaces)
Research and development / light industry	1 space per 250 sq.m (min 2 spaces)
D1 Non-residential institutions	
Doctor's practices	1 space per 2 consulting rooms (min 2 spaces)
Dentist's practices	1 space per 2 consulting rooms (min 2 spaces)
D2 Assembly and Leisure	Individual assessment

307. Details of non-residential cycle parking can be secure through condition 23.

(iii) Bus

308. The closest bus stops are the 'Leisure Centre' stops located on Kingfield Road immediately north of the site. The westbound stop is approximately 50m from the site access and benefits from a layby, shelter and timetabling information. The closest eastbound bus stop is approximately 75m from the site access and benefits from a layby, a flag and pole arrangement and timetabling information. The TA sets out that there are eight bus services that serve the site, as follows:

23 JUNE 2020 PLANNING COMMITTEE

Service	Route	Average Frequency (mins)		
		Weekday	Saturday	Sunday
73	Woking - Horsell - Chobham	60	60	-
134	Guildford - Woking - Camberley	1 per day	-	-
446	Staines - Chertsey - Woking	60	60	60
462	Guildford - Ripley - Woking	120	120	-
463	Guildford - Merrow - Ripley - Woking	120	120	-
690	Worplesdon - Pirbright - Kingfield Green - Woking	1 per day	-	-
856	Sunbury - Chertsey - Addlestone - Woking - Kingfield Green	2 per day	-	-
Max 34	Guildford - Woking - Camberley	40	40	60

309. The TA summarises the forecast bus demand for the stadium at the existing maximum capacity, and a 9,500-crowd match (greater than proposed for robustness), as below although this is without the Stadium Travel Plan measures to promote use of public transport:

Mode	Pre-match			Post-match		
	Arr.	Dep.	2 Way	Arr.	Dep.	2 Way
Bus 5,725 Crowd	155	1	156	8	155	163
Bus 9,500 Crowd	257	1	258	14	257	271

310. The applicant has agreed to provide a financial contribution towards provision of the following additional bus services on event days (including match days) at the stadium, from the date of the stadium opening in perpetuity:

- 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.
- 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.
- Operating for circa 90 minutes prior to the event start and 60 minutes after event finish.
- For example, for a Saturday 3pm kick-off, all bus services operating and serving the site between 1:30pm – 2:45pm and 4:30pm – 5:30pm would likely be duplicated. For a 7:45pm kick-off, services between 6pm – 7:30pm and 9:15pm – 10pm would likely be duplicated.

(iv) Rail

311. Woking railway station is located within walking distance of the site, approximately 1,500m to the north; equating to an approximate 15- minute walk. Services during a weekday run on average every five minutes to London, on average every 15 minutes to Portsmouth, and on average every ten minutes to Basingstoke. Access to London Waterloo can be used as a node for travel further afield.

312. The TA summarises the forecast rail demand for the stadium at the existing maximum capacity, and a 9,500-crowd match (greater than proposed for robustness), as below although this is without the Stadium Travel Plan measures to promote use of public transport:

23 JUNE 2020 PLANNING COMMITTEE

Mode	Pre-match			Post-match		
	Arr.	Dep.	2 Way	Arr.	Dep.	2 Way
Rail 5,725 Crowd	721	4	725	39	721	760
Rail 9,500 Crowd	1,197	6	1,203	62	1,197	1,259

313. Network Rail (and South Western Railway) have been consulted and Network Rail raise no objection subject to securing an Event Management Plan (EMP) (condition 28 refers). South Western Railway have not commented.

314. The TA sets out that a parking beat survey was undertaken on a matchday (6th August 2019) and non-matchday (7th August 2019) to understand the level of on-street parking in the area surrounding the site and the impact of a match at the stadium on on-street parking demand. The results of the parking beat survey show that there was capacity remaining on the majority of surveyed roads during a match at the stadium (attendance at the surveyed match on 6th August against Aldershot Town was 3,922 spectators):

Road Name	Number of spaces	Match Day Occupancy	Non-Match Day Occupancy
Elmbridge Lane	12	106%	23%
Queen Elizabeth Way	95	78%	43%
Howards Road	41	81%	28%
Howards Close	9	133%	64%
Loop Road	45	76%	43%
Whitegates	11	89%	45%
Westfield Avenue	49	78%	1%
Maple Grove	15	77%	7%
Chestnut Grove	25	100%	61%
Acer Grove	10	75%	5%

315. The parking beat surveys within the TA indicate that the greatest change in on-street parking demand on current match days is on streets with no existing parking restrictions. The key streets are Westfield Avenue, Maple Grove, Chestnut Grove, Acer Grove, Loop Road, Elmbridge Lane, Queen Elizabeth Way, Howards Road and Howards Close. The proposed development is not proposing the introduction of Traffic Restriction Orders (TRO)s. However, the applicant has agreed to fund a consultation exercise undertaken by Surrey County Council (the County Highway Authority), and possible implementation of any TROs following this consultation exercise; Surrey County Council is already reviewing the parking controls on some of these streets. It would be recommended that where a match day TRO was introduced, that the initial permit be at no cost to residents and that ongoing monitoring be undertaken through parking beat surveys as part of the Stadium Travel Plan to determine if there is a need for further controls. The Executive Undertaking would secure this funding.

316. The applicant has also agreed to provide a contribution towards the re-painting of all double yellow lines on some of the streets surrounding the site; condition 26 refers.

(v) Stadium Travel Plan

317. There is no designated spectator parking at the existing stadium which, the Stadium Travel Plan states, encourages the use of sustainable transport to and from the stadium on match days with the close proximity of the stadium to local bus services and Woking railway station. The Stadium Travel Plan (STP) outlines the measures that will be implemented to encourage the use of sustainable transport for travel to and from the site. Travel information, including bus and train timetables and fare information, and car sharing app information will be provided to visitors of the site to encourage sustainable travel and the Travel Plan Coordinator (TPC) will endeavour to promote sustainable travel to and from the stadium to

23 JUNE 2020 PLANNING COMMITTEE

all spectators and maintain communications through methods such as media release, newsletter, Woking FC website ticket information, use of Woking FCs social media pages / coverage to inform visitors of any changes and text messages / email / social media.

318. The STP identifies that on the purchase of a ticket online, or in person, information relating to sustainable transport modes to the site will be provided and that the applicant will investigate the possibility of rewarding the use of sustainable modes of transport to and from the stadium on match days through discounting entry to matches. A 'plan your journey' style webpage will also be developed to allow visitors to choose from a choice of sustainable transport options for travel to the stadium. The STP also states that up-to-date public transport information, including walking and cycling routes to the stadium, will be distributed to away supporters, either alongside ticket sales or via an email in the days before a match.
319. The STP states that the stadium is between 1,200m – 1,600m (a circa 15-minute walk) from several public car parks within Woking Town Centre which could be promoted to spectators for use on match days, enabling spectators to park and walk to the stadium. The STP states that these car parks would be signed for spectators, together with the walking routes from the car parks to the stadium. The STP would be secured through the Executive Undertaking.
320. Data from the Council's Parking Services provides the average number of vehicle occupancy in various Woking Town Centre car parks, as of 15:00 hrs on Saturdays (when most football matches would kick-off, such that demand arising from the existing stadium would be taken into account in the figures) as below:

Car park	Total capacity	Average number of vehicles at 15:00 hrs on Saturdays									
		May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20
Heathside Crescent	465	53	72	112	78	128	176	126	104	107	110
Blue-Shoppers	790*	621	596	600	594	559	559	532	704	648	620
Yellow-Shoppers	386	321	330	325	286	359	279	358	353	349	331

* = Temporarily reduced to 705 until 2022

321. From the preceding it is clear that unoccupied capacity exists in Woking Town Centre car parks at 15:00 hrs on Saturdays. Whilst the more centrally located Shoppers car parks (Blue and Yellow) are busier the Heathside Crescent car park, which is the closest Town Centre car park to both the existing and proposed stadium, retains, on average, between 289 (Oct-19) and 412 (May-19) unoccupied parking spaces as of 15:00 hrs on Saturdays. The Shoppers Red car park is also presently being redeveloped to provide x1,332 parking spaces (Ref: PLAN/2018/1114) and will be operational (anticipated 2021) by the time the new stadium is constructed; this facility will provide additional Woking Town Centre car parking. The Victoria Way car park also provides circa 900 spaces. Therefore promoting public car parks within Woking Town Centre to spectators for use on match days, and thus enabling spectators to park and walk to the stadium, as the STP sets out, is unlikely to displace car parking demand from other Woking Town Centre users.
322. The TA sets out that Faxis, a software development company leading the development of carpooling services which enable users to connect and find other users who are taking a similar route at a similar time, and set up a carpool based on a pre-determined price. The TA sets out that, in relation to the stadium, Faxis's proposal includes the creation of an open community for Woking FC which can be promoted to the spectators of the club to encourage them to travel together on match days to reduce the proportion of spectators who travel by single occupancy vehicles into Woking. Using sensors within the phone, the Faxis application

23 JUNE 2020 PLANNING COMMITTEE

collects location data during the journey for passengers and drivers and records the exchange of unique tokens associated with each Faxi device via Bluetooth. This provision can be secured as part of the Event Management Plan (EMP); condition 28 refers.

323. Overall the stadium is located in an area with good public transport links, which will reduce the need for spectators to travel by car. Existing public transport modes (rail, walking and cycling) have been assessed as having adequate capacity to cater for a crowd of 9,026 and the applicant would make financial contributions so as to increase bus services before and after matches. The proposed Stadium Travel Plan will promote sustainable travel use and also monitor set targets. It is recommended a match day Traffic Restriction Order (TRO) is consulted on with the aim of discouraging car use to the stadium.

Parking and transport (residential)

324. SPD Parking Standards (2018) does not form part of the Development Plan for the Borough although its purpose is to act as guidance on how Policy CS18, concerning transport and accessibility, could be applied. SPD Parking Standards (2018) sets out the following minimum on-site residential parking standards:

Overall Residential Parking	Dwelling Type	Number of dwellings	2018 Parking Standard	Parking Spaces Required	Parking Spaces Proposed	
Flat / Apartment	Studio	140	0.5	70		
	1 bed	279	0.5	139.5		
	2 bed	352	1	352		
	3 bed	1	1	1		
Town House / Duplex	1 bed	95	1	95		
	2 bed	173	1	173		
	3 bed	8	2	16		
Total dwellings proposed 1,048				846.5		852

325. The residential parking complies with Policy CS18 and SPD Parking Standards (2018), providing 852 spaces, above the minimum requirements of 846.5 spaces.
326. In addition the applicant has also agreed to provide up to 15 car club vehicles (with membership and driving credit for initial residential occupiers); this would be secured through the Executive Undertaking and is likely to eventually encompass a range of vehicle types.
327. In terms of Electric Vehicle (EV) charging points for the residential element SPD Climate Change (2013) states that the ratio for flats and housing with communal facilities of 20 or more parking spaces will be determined on a site by site basis with a minimum provision of at least 5% active charging points and 15% passive charging points.
328. The applicant has agreed that 100% of residential parking spaces will have passive electric charging ability at first occupation of the relevant building(s) with the first occupiers of each dwelling able to elect for the installation of active electric charging ability, which shall thereafter be provided within one month of first occupation of the relevant dwelling. This provision goes well beyond the requirements of SPD Climate Change (2013), is to be strongly encouraged and will be secured through condition 22 and the Executive Undertaking.

23 JUNE 2020 PLANNING COMMITTEE

(i) Walking

329. The TA sets out that pedestrian routes surrounding the site are extensive and that the entirety of the route from the site to Woking railway station / Woking Town Centre can be accessed through public footpaths or pedestrian footways. The distance people are prepared to walk will vary depending on journey type, journey purpose, and personal preference. Government indicates 2km as being a reasonable guide for an acceptable distance for journeys on foot. Furthermore, the Institution of Highways and Transportation (IHT) guidelines suggests an acceptable walking distance for pedestrians without mobility impairment of 2 km, this equates to an approximate 25-minute walk. A large area of Woking, including Woking railway station / Woking Town Centre, recreational parks and local services and facilities, are accessible on foot from the site.

330. The TA summarises the forecast demand for walking for residential purposes as below:

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Walking	38	180	218	79	38	116	35	43	78	41	20	61

331. The residential element of the development is forecast to generate 218 trips on foot during the busiest peak periods although there may be some trips on foot which are linked as part of a multi-modal journey.

332. The distribution of walking trips to and from the site will likely be in the direction of Woking Town Centre to access employment, public transport links and amenities. Walking trips are likely to be made to the north into Woking Town Centre and the railway station via Woking Park, to the south into Westfield via Westfield Avenue, and to the east to Kingfield. For the purpose of assessment, the TA applies the following distribution:

- East (to Kingfield) – 25%
- North (to Woking Town Centre and railway station) – 50%
- South (to Westfield) – 25%

333. This distribution of walking trips is summarised as:

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
East	9	44	54	20	9	29	9	11	20	10	5	15
North	19	90	109	39	19	58	18	22	40	21	10	31
South	9	44	54	20	9	29	9	11	20	10	5	15

334. The TA sets out that the TfL publication Pedestrian comfort guidance technical guide states the pedestrian flow of less than 8 pedestrians per meter of clear footway width per minute (PPMM) is considered a very comfortable pedestrian environment, that all pedestrian routes will have a clear width of 2.0m, such that the capacity of these routes is 960 pedestrians per hour. The forecast for each route is well below this level of demand such that the existing pedestrian infrastructure is adequate for the additional demand.

23 JUNE 2020 PLANNING COMMITTEE

335. The applicant has also agreed to off-site improvement works (a zebra crossing for the Westfield Road/Kingfield Road junction and more minor pedestrian crossing improvements for the Kingfield Road/Vicarage Road/High Street roundabout), to be secured through the Executive Undertaking, which will improve the existing pedestrian infrastructure within the surrounding area.

(ii) Cycling

336. The TA sets out that an on-road cycle route - National Cycle Network (NCN) Route 223 - passes the site along the western boundary on Westfield Avenue, extending northbound through Woking Park towards Woking railway station / Woking Town Centre, and southbound from the site towards Guildford. Government research states that for journeys of less than between 5km and 8km cycling has the potential to replace car trips; equating to a 30-minute cycle. With the introduction and increased uptake of electric cycles, the distance people are prepared to cycle is increasing and journeys to work by cycle often exceed 8km, and much will depend on personal preference and the type of facilities available to cyclists at the end of their journey. The entirety of the town of Woking and its local services and facilities are accessible by cycle from the site. The outskirts of Guildford can also be reached within a 30-minute cycle.

337. The TA summarises the forecast demand for cycling for residential purposes as below:

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Cycling	4	20	25	18	8	26	5	6	11	6	3	9

338. The residential element of the development is forecast to generate some 26 trips by cycle during the busiest peak periods although there may be some trips by cycle which are linked as part of a multi modal journey.

339. The distribution of cycling trips to and from the site will likely be in the direction of Woking Town Centre to access employment, public transport links and amenities. Cycling trips are likely to be made to the north into Woking Town Centre and the railway station via Woking Park, to the south into Westfield via the cycle route adjacent to the site on Westfield Avenue, and to the east to Kingfield. For the purpose of assessment, the TA applies the following distribution:

- East (to Kingfield) – 25%
- North (to Woking Town Centre and railway station) – 50%
- South (to Westfield) – 25%

340. This distribution of residential cycling trips is summarised as:

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
East	1	5	6	4	2	6	1	2	3	1	2	4
North	2	10	12	9	4	13	3	3	6	3	5	8

23 JUNE 2020 PLANNING COMMITTEE

South	1	5	6	4	2	6	1	2	3	1	2	4
-------	---	---	---	---	---	---	---	---	---	---	---	---

341. The TA states that, in terms of capacity, the level of demand in each direction will be accommodated by the existing level of provision for cyclists, that an additional 26 two-way trips will not adversely impact on the capacity of any route, and increased cycling activity may encourage further cycling activity. The TA anticipates that the number of cycle trips will significantly exceed the forecast and that cycling is likely to make up part of a multi-modal journey, for example cycling to the railway station, although, even allowing for additional cycle trips, the local cycle network will be able to accommodate the forecast demand.

342. Policy CS18 states that:

- a) *“The Council is committed to developing a well-integrated community connected by a sustainable transport system which connects people to jobs, services and community facilities, and minimises impacts on biodiversity. This will be achieved by taking the following steps:*
- b) *Supporting proposals that deliver improvements and increased accessibility to cycle, pedestrian and public transport networks and interchange facilities...”*

343. Cycle parking standards are set out within SPD Parking Standards (2018), which state the purpose of the guidance as being *“to set appropriate car and cycle parking standards for all forms of development to balance a wide set of aims”*, including to *“influence a shift in behaviour towards sustainable modes of transport”* such as cycling.

344. SPD Parking Standards (2018) sets a minimum cycle parking standard of x2 spaces per dwelling but states that this applies to *“(family houses, up to 6 residents living as a single household, including households where care is provided)”* and does not refer to flats.

345. A minimum of x1,048 residential cycle parking spaces would be provided within covered, lit and secure cycle storage areas at basement (blocks 4 and 5 only) and lower ground levels; condition 29 refers. In addition the applicant has agreed to provide x1 electric fold-up cycle with each dwelling; this provision would be secured through the Executive Undertaking. This level of provision would comply with SPD Parking Standards (2018) and assist in promoting cycling as an alternative to the private vehicle, particularly for journeys to and from Woking Town Centre.

(iii) Bus

346. The closest bus stops are the ‘Leisure Centre’ stops located on Kingfield Road immediately north of the site. The westbound stop is approximately 50m from the site access and benefits from a layby, shelter and timetabling information. The closest eastbound bus stop is approximately 75m from the site access and benefits from a layby, a flag and pole arrangement and timetabling information. The TA sets out that there are eight bus services that serve the site, as below:

Service	Route	Average Frequency (mins)		
		Weekday	Saturday	Sunday
73	Woking - Horsell - Chobham	60	60	-
134	Guildford - Woking - Camberley	1 per day	-	-
446	Staines - Chertsey - Woking	60	60	60
462	Guildford - Ripley - Woking	120	120	-
463	Guildford - Merrow - Ripley - Woking	120	120	-

23 JUNE 2020 PLANNING COMMITTEE

690	Worplesdon - Pirbright - Kingfield Green - Woking	1 per day	-	-
856	Sunbury - Chertsey - Addlestone - Woking - Kingfield Green	2 per day	-	-
Max 34	Guildford - Woking - Camberley	40	40	60

347. The TA summarises the forecast demand for cycling for residential purposes as below:

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way	Arr	Dep	2-Way
Bus	14	66	80	22	11	33	10	12	23	12	6	18

348. The applicant has agreed to provide a financial contribution (secured through Executive Undertaking) towards provision of the following additional bus services (from 50th occupation) for a period of 7 years after 80% occupation to provide:

- 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.
- The hours of operation would be 6am – 7pm, Monday to Saturday, with a reduced level of service after 7pm.
- The level of service on a Sunday to be 2 buses per hour, between 7am-7pm.

349. The applicant has also agreed to implement at the applicant's expense) the following package of measures (condition 30 refers) at the 'Leisure centre' bus stops on Kingfield Road:

- 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,
- Clearways with a 23m bus cage to protect the bus stop,
- A review of the bus stop laybys for accessibility, and improvements to this as necessary,
- New large bus shelters,
- RTPi displays to be installed within both bus shelters, and one RTPi to be installed within the transport hub of the development,
- Improvements and lengthening/ widening to the pedestrian refuge island that connects the two bus stops,
- Resurfacing of the footway, and widening of the blacktop that leads from the stadium to the bus stops.

350. This combined package would ensure sufficient capacity exists to serve the additional bus demand created by the residential element of the development. These improvements would also represent a benefit to the local area as their use would not be constrained to residents of the new housing.

(iv) Rail

351. Woking railway station is located within walking distance of the site, approximately 1,500m to the north; equating to an approximate 15- minute walk. Services during a weekday run on average every five minutes to London, on average every 15 minutes to Portsmouth, and on average every ten minutes to Basingstoke. Access to London Waterloo can be used as a node for travel further afield.

23 JUNE 2020 PLANNING COMMITTEE

352. The TA summarises the forecast demand for rail for residential purposes as below:

Mode	AM Peak Hour			PM Peak Hour			Saturday 1400-1500			Saturday 1700-1800		
	Arr	Dep	2- Way	Arr	Dep	2- Way	Arr	Dep	2- Way	Arr	Dep	2- Way
Train	6	29	35	35	17	52	7	8	15	8	4	12

353. The TA sets out that there are currently 17 trains departing Woking railway station towards London in each peak hour and that a total of 4 trains depart from Woking railway station towards Basingstoke in each peak hour, which is considered capable of accommodating the forecast rail demand, which will equate to circa 3 additional passengers per train in the peak periods.

354. Network Rail (and South Western Railway) have been consulted and Network Rail raise no objection subject or requirements in relation to the forecast demand for rail for residential purposes. South Western Railway have not commented.

(v) Residential Travel Plan

355. A Residential Travel Plan has been submitted as part of the TA, with this to have similar objectives and mechanisms as the Stadium Travel Plan, the ultimate aim being to maximise sustainable modes of transport and reduce car use and traffic congestion associated with the development. The Executive Undertaking would secure the finalised Residential Travel Plan and fee towards it monitoring.

Servicing/emergency access (residential and non-residential)

356. Policy DM16 states that:

- a) *“The Council will require servicing facilities to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape and streetscape. In particular, servicing activities should not give rise to traffic congestion, conflict with pedestrians, or other road users, or be detrimental to residential amenity”.*

357. Policy DM16 continues with setting out how it is envisaged that this will be achieved, with the following appropriate to the proposed development:

- a) *require sufficient on-site servicing space to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;*
- b) *require sufficient information for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;*
- c) *require on-site servicing space and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.*

358. The community concierge (or community or mobility hub) will be a detached building located at the north of the site, which will mainly operate as a Transport Information Centre (TIC),

23 JUNE 2020 PLANNING COMMITTEE

with information provided in relation to cycle sharing, car clubs and carpooling. Walking, cycling (active travel) and public transport maps, and public transport timetable information will also be available. The ancillary function of the building will be to provide a café, parcel storage and a cycle workshop which could also provide cycle hire. The Executive Undertaking would secure that, prior to first occupation of the 469th dwelling, the mobility hub, with café, workspace, micro-consolidation centre, a cycle hub, and community concierge team and associated personalised travel planning service, shall be constructed and capable of use for its intended purpose(s).

359. All deliveries (including large deliveries) will be initially delivered directly to this building in order that delivery vehicles will not use or access the residential vehicular accesses or car parks. All small parcels delivered to the site will be stored in this building and collected by residents at their convenience. Large deliveries will be allowed to access the stadium boulevard and deliver large items direct to resident's properties at pre-arranged times.
360. Servicing and refuse vehicles will access the site from the Kingfield Road access. A swept path analysis of a refuse vehicle within the TA demonstrates that there is appropriate space on the boulevard within the site to allow for vehicles to stop to load and unload when necessary. Emergency vehicles will also access the site from the Kingfield Road access; the TA advises that there will be no restrictions on access for emergency vehicles whilst a football match is ongoing. A swept path analysis of a fire tender vehicle on the boulevard is shown within the TA.
361. Taxis are designated a pick-up and drop-off point located to the north of the community concierge building on the internal boulevard. There will be a total of 3 spaces which will also be shared with a pick-up and drop-off point for disabled users of the stadium.
362. The TA sets out that a Delivery and Servicing Management Plan (DSMP) will be produced, to include the following information:
 - Delivery pre-booking: Deliveries will be scheduled to be spread across the peak activity. All commercial and refuse delivered will be scheduled and allocated a time slot to arrive;
 - Goods in authorisation procedure: To ensure the rapid turnaround of delivery vehicles it is expected that community concierge personnel will be authorised to receive goods for all tenants;
 - Key staff to manage deliveries; and
 - Monitoring: Servicing activity will be regularly monitored to ensure that it is operating in an efficient way.
363. The DSMP will be secured through condition 31.
364. Overall the residential development is located in an area with good public transport links, which will reduce the need for residents to travel by car. Existing public transport modes (rail, walking and cycling) have been assessed as having adequate capacity to cater for new residents and the applicant would make financial contributions so as to increase bus services to cater for additional residents. The proposed Residential Travel Plan will promote sustainable travel use and also monitor set targets, including targets to decrease car use. Other obligations in respect of car club provision, the provision of a community concierge (or community or mobility hub), which will mainly operate as a Transport Information Centre (TIC), with information provided in relation to cycle sharing, car clubs, carpooling, with a cycle workshop also provided (which could also provide cycle hire) would further incentivise non-private car travel.

Demolition and construction impacts

365. The development would be phased to be completed over approximately 6 years, with this likely to have temporary local disruption to pedestrian, cycle and vehicular traffic, including public transport users for the duration of works owing to demolition and construction traffic. Additionally, owing to the phasing of the development, some new residents would also be subject to these potential impacts.
366. Some impacts from such large scale construction are an inevitable consequence of development. Expected construction traffic volumes would have a negligible impact on the wider road network. Hours of work, including for deliveries, would be limited to reasonable hours, and other environmental controls including access management and wheel washing will further minimise impacts to a satisfactory level. These controls would need to be secured by conditions requiring a Construction Transport Management Plan (CTMP); condition 27 refers.

Conclusion on transport, highways and parking

367. As the proposal includes a large stadium with ancillary uses, other non-residential uses and 1,048 dwellings, it would clearly result in additional use of nearby public transport and traffic. The site is located in an area with a good number of public transport options available for use, including bus and rail services, and is within walking distance of Woking Town Centre and Westfield and Kingfield. The non-residential elements of the development look to maximise use of sustainable transport modes, by limiting stadium parking and encouraging walking, cycling and use of public transport. Residential parking would comply with SPD Parking Standards (2018), and travel plans would be secured through Executive Undertaking for match and non-match days in order to promote sustainable modes of transport. Whilst the County Highway Authority had concerns with the results of modelling of two of the junctions, rather than increasing capacity at these junctions for vehicles, the County Highway Authority has agreed with the applicant that pedestrian safety improvements were more necessary; these off-site improvement works (a zebra crossing for the Westfield Road/Kingfield Road junction and more minor pedestrian crossing improvements for the Kingfield Road/Vicarage Road/High Street roundabout) will be secured through the Executive Undertaking.
368. The use of public transport on match days will help minimise impacts on the road network, and though there will still be some additional car journeys on local roads which will result in some increased delays, these are not significant. Measures to discourage car use such as match-day TROs may be implemented, subject to consultation of local residents (with such consultation funded by the applicant). Management of spectators will be necessary to minimise disruption (particularly for higher attendance matches) and this is proposed in the Event Management Plan, with various mitigation measures secured by conditions and Executive Undertaking. Whilst there would still be disruption and inconvenience, as is inevitable with large spectator venues/attractions, these would be temporary impacts capable of management. These effects are not so significant that they would harm living conditions or the amenity of the local area to a degree which would warrant refusal of the application, particularly given that a football stadium is already present on the site.
369. For non-match days, the assessment shows the local highway network, and public transport network, is capable of accommodating the additional demand generated by the development, though a contribution for additional bus services is required.

Impacts on neighbouring residential amenities

370. Policy CS21 advises that proposals for new development should achieve a satisfactory relationship to adjoining properties avoiding significant harmful impact in terms of loss of privacy, daylight or sunlight, or an overbearing effect due to bulk, proximity or loss of outlook. Further guidance is provided within SPD Outlook, Amenity, Privacy and Daylight (2008).

Overbearing and privacy

371. The potential loss of enjoyment of a view is not a ground on which planning permission can be refused. However, the impact of a development on outlook is a material planning consideration and stems on whether the development would give rise to an undue sense of enclosure, or overbearing effect, to neighbouring/nearby residential properties due to bulk, proximity or loss of outlook. There are no established guidelines for what is acceptable or unacceptable in this regard, with any assessment subjective as opposed to empirical, with key factors in this assessment being the existing local context and arrangement of buildings and uses. However SPD Outlook, Amenity, Privacy and Daylight (2008) does state that outlook from a principal window will generally become adversely affected when the height of any vertical facing structure exceeds the separation distance from the window; when a structure is placed too close to a window so that it completely dominates the outlook it will have an overbearing effect.
372. SPD Outlook, Amenity, Privacy and Daylight (2008) states that new developments should be designed to protect the privacy of existing dwellings; this primarily covers accommodation forming habitable rooms (bedrooms and living areas) although consideration should also be given to the most intimate private areas of amenity closely related to the dwelling (e.g. patio areas). The SPD also states that for three storey or taller accommodation a separation distance of approximately 30m will be adequate to prevent overlooking of dwellings of a similar or lesser height and that separation distances may be relaxed by about one quarter where there is a significant change of angle of orientation between the siting of dwellings opposite (over 30 degrees). The retention of existing established evergreen trees and shrubs, such as holly, yew or laurel, adjacent to a common boundary can also be particularly useful in screening out inter-visibility.

Block 1

373. Block 1 would be located directly opposite Hazel House, and part of Beech House, both of which are located on the opposite (western) side of Westfield Avenue. Whilst properties fronting Sycamore Avenue (further west) would be readily aware of the presence of Block 1, Hazel House and Beech House would be located the closest in this direction, such that if the impacts upon these properties are acceptable impacts upon properties fronting Sycamore Avenue would also be acceptable.
374. Block 1 would reach differing heights above ground level, where directly addressing Westfield Avenue, of between circa 7.5m and 20m, retaining a minimum separation from both Beech House and Hazel House of circa 21m (excluding ground floor level) from the parts of Block 1 reaching these heights. Whilst Block 1 would exhibit a stepped increase in height (towards the east) where it would do so the retained separation distances with both Hazel House and Beech House would exceed the height of the respective stepped elements. Where Block 1 would reach its greatest height (of circa 33m above ground level) it would remain, at the closest points, circa 42m from Hazel House, and circa 50m from Beech House. For these reasons Block 1 is considered to form satisfactory relationships with both Beech House and Hazel House and would not result in a significantly harmful loss of privacy or overbearing effect upon Beech House and Hazel House.

23 JUNE 2020 PLANNING COMMITTEE

375. The closest existing residential property to the east of Block 1 is Cobbles/Elm View. Due to the shaped common boundary Block 1 would largely be located between circa 26m and 28.5m (excluding ground floor level) from the common boundary with Cobbles/Elm View, albeit this would reduce to circa 23.5m at a corner point along the front boundary of Cobbles/Elm View. The dwelling of Cobbles/Elm View is orientated at an oblique angle in relation to Block 1 and is also set in from the common boundary. SPD Outlook, Amenity, Privacy and Daylight (2008) recommends a 15m separation distance for achieving privacy in front or back to boundary/flank relationships for three and over storeys; this recommendation would be exceeded in this instance such that no significantly harmful loss of privacy is considered to arise to Cobbles/Elm View by reason of Block 1. Whilst the presence of Block 1 would be readily perceptible from Cobbles/Elm View the combined considerations of the retained levels of separation to the common boundary, which would not significantly exceed the heights of the eastern elevation of Block 1 (between circa 30m-33m), together with the oblique angle of Cobbles/Elm View in relation to Block 1, leads to a conclusion that, on balance, no significant harm overbearing effect would occur to Cobbles/Elm View by reason of Block 1. The existing residential property east of Cobbles/Elm View (The Dell) would remain circa 40m (excluding ground floor level) from Block 1; taking into account the height and form of Block 1 this retained separation would ensure no significant harmful impact, by reason of loss of privacy or overbearing effect, upon The Dell arising from Block 1.

Block 2

376. Block 2 would be located directly opposite properties on the opposing (western) side of Westfield Avenue, including Beech House, Nos.54, 56, 58, 60, 62, 64 and 66 Westfield Avenue and Hornbeam House and Ash House (both in Acer Grove). No.63a Westfield Avenue (on the eastern side) also needs to be considered in relation to Block 2; if the impact upon No.63a is acceptable it follows that the impact upon properties east of No.63a are also acceptable).

377. Block 2 would also reach differing heights above ground level, where directly addressing Westfield Avenue, of between circa 7.5m and 17m, retaining minimum separation distances (excluding ground floor level) of circa 26m (to Beech House), of between circa 26m and 28m (to Nos.54, 56, 58, 60, 62, 64 and 66 Westfield Avenue), of circa 40m (to Hornbeam House) and of circa 42m (to Ash House) from the parts of Block 2 reaching these heights. Whilst Block 2 would also exhibit a stepped increase in height (towards the east) where it would do so the retained separation distances with properties on the opposite (western) side of Westfield Avenue would exceed the height of the respective stepped elements. Where Block 2 would reach its greatest height (of circa 32m above ground level) it would retain separation distances, at the closest points, of circa 58m from Beech House, circa 59m from Nos.54, 56, 58, 60, 62, 64 and 66 Westfield Avenue, circa 90m from Hornbeam House and circa 95m from Ash House. For these reasons Block 2 is considered to form satisfactory relationships with properties on the opposite (western) side of Westfield Avenue and would not result in a significantly harmful overbearing effect or loss of privacy to those properties.

378. With regard to properties on the eastern side of Westfield Avenue the south-western corner of Block 2 would remain circa 20m (excluding ground floor level), at its closest, from the tapered common boundary with No.63a Westfield Avenue. This retained separation distance both exceeds the 17m height of this closest element of Block 2, and the relevant recommended separation distance (i.e. 15m) for achieving privacy within SPD Outlook, Amenity, Privacy and Daylight (2008). Whilst Block 2 would exhibit a stepped increase in height (towards the east) where these stepped increases would be apparent from No.63a the retained separation distances to the common boundary with No.63a (circa 30m and 40m respectively, excluding ground floor level) would remain greater than the relevant stepped

23 JUNE 2020 PLANNING COMMITTEE

heights of Block 2 (circa 23m and 26m respectively). For these reasons Block 2 is considered to form a satisfactory relationship with No.63a Westfield Avenue; given this conclusion the impact of Block 2 upon properties east of No.63a Westfield Avenue are also acceptable in terms of overbearing and privacy.

Block 3

379. Block 3 would be located to the rear of properties fronting the eastern side of Westfield Avenue (Nos.63a, 63, 61, 59, 57, 55, 53 and 51) and several properties fronting Westfield Grove (Nos.1, 2, 3 and 4).
380. Block 3 would also reach differing heights above ground level. At its closest to the common boundary with No.63a Westfield Avenue Block 3 would retain (due to the angular common boundary) between circa 15m and 22.5m separation (excluding ground floor level) from the common boundary, reaching a height of circa 7.5m at this closest point. This retained separation distance both exceeds the 7.5m height of this closest element of Block 3, and achieves the relevant recommended separation distance (i.e. 15m) for achieving privacy within SPD Outlook, Amenity, Privacy and Daylight (2008). Whilst Block 3 would exhibit a stepped increase in height (towards the east) where it would do so the retained separation distances with No.63a Westfield Avenue would exceed the height of the respective stepped elements. Where Block 3 would reach its greatest height (of circa 29.5m above ground level) it would retain circa 41m separation, at the closest point, from No.63a Westfield Avenue. For these reasons Block 3 is considered to form a satisfactory relationship with No.63a Westfield Avenue and would not result in a significantly harmful overbearing effect or loss of privacy to No.63a.
381. Due to the broadly 'L' shaped plan of Block 3 the massing of Block 3 would be largely set away from the common boundary with No.63 Westfield Avenue by between circa 37m and 24m (excluding ground floor level), exceeding the circa 23.5m maximum height of the relevant element of Block 3 such that no harmful overbearing effect or loss of privacy would arise to No.63. Where within closest proximity to the common boundary with No.63, whereby it would be set at a somewhat oblique angle in relation to No.63, Block 3 would retain circa 12m separation to the common boundary (excluding ground floor level); this would exceed the circa 7.5m height of the relevant stepped element of Block 3 (the most westerly) such that no harmful overbearing effect or loss of privacy would arise. Views from openings within this most westerly stepped element, orientated towards the west and south, would be sufficiently oblique in angle to preclude a significantly harmful loss of privacy to No.63. As the stepped height of Block 3 rises towards the east the retained separation distances with the common boundary of No.63 would exceed the height of the respective stepped elements, and exceed 15m (and in an oblique manner) such that no significantly harmful overbearing effect or loss of privacy would arise to No.63 Westfield Avenue.
382. Whilst Block 3 would be readily appreciable from Nos.61, 59, 57, 55, 53 and 51 Westfield Avenue the rear gardens of these properties would remain separated from Block 3 by the rear gardens of Nos.3 and 4 Westfield Grove. Furthermore, where it would reach circa 7.6m in height Block 3 would remain circa 20m (excluding ground floor level) from the rear boundary of the rear garden of No.61 Westfield Avenue, with the retained separation distances at this point always exceeding the height of Block 3 as it steps upwards towards the east (i.e. in excess of 25m where Block 3 reaches 20.5m in height and in excess of 30m where Block 3 reaches 23.5m in height). It must also be noted that the rear garden of No.61 extends to circa 24m in depth. Therefore no significantly harmful overbearing effect or loss of privacy would arise from Block 3 to No.61 Westfield Avenue. Having regard to the conclusion in respect of No.61 Westfield Avenue, and that Nos.59, 57, 55, 53 and 51 Westfield Avenue would be situated further distant from, and in a more obliquely angled

23 JUNE 2020 PLANNING COMMITTEE

relationship with, Block 3 than the case at No.61, no significantly harmful overbearing effect or loss privacy would arise from Block 3 to Nos.59, 57, 55, 53 and 51 Westfield Avenue.

383. Block 3 would be situated to the north of Nos.2, 3 and 4 Westfield Grove. The closest (south-western) corner of Block 3 (circa 7.6m in height) would be situated circa 7m from the common boundary (excluding ground floor level) with No.3 Westfield Grove and would contain no west-facing openings above ground floor level within this closest element; where Block 3 would step up in height (to circa 20.5m) it would be situated circa 14m from the common boundary with No.3, which, it must be noted, represents the terminus of a rear garden measuring circa 40m in depth. In addition the south-western corner of Block 3 would be situated at an oblique angle in relation to the rear garden of No.3. Given the depth of the rear garden at No.3 Block 3 would remain in excess of 45m from the dwelling at No.3. The more northerly 'return' of Block 3 would remain in excess of 40m from the common boundary with No.3. Given these combined factors no significantly harmful overbearing effect or loss privacy would arise from Block 3 to No.3 Westfield Grove.
384. The closest (south-western) corner of Block 3 (circa 7.6m in height) would be situated circa 11m east of the common boundary with No.4 Westfield Grove, which represents the terminus of the circa 50m+ rear garden of No.4, and would contain no west-facing openings above ground floor level within this closest element. Block 3 would step up in height (to circa 20.5m and 23.5m respectively) although would remain circa 18m and 25m respectively from the common boundary with No.4 at these points. The more northerly 'return' of Block 3 would remain in excess of 27m from the common boundary with No.4. Given these combined factors no significantly harmful overbearing effect or loss privacy would arise from Block 3 to No.4 Westfield Grove.
385. The closest (south-western) corner of Block 3 (circa 7.6m in height) would be situated circa 10m from the common boundary with No.2 Westfield Grove, which represents the terminus of the circa 30m+ side garden of No.2. Block 3 would step up in height (to circa 20.5m and 23.5m respectively) although would remain circa 12m and 22m respectively from the common boundary with No.2 at these points (where measurements are taken at their closest). The more northerly 'return' of Block 3 would remain in excess of 50m from the common boundary with No.2. Given these combined factors no significantly harmful overbearing effect or loss privacy would arise from Block 3 to No.2 Westfield Grove.

Block 4

386. Block 4 would reach circa 27m and 21m in height. Whilst Block 4 would be readily perceptible to properties fronting Westfield Avenue (i.e. Nos.59, 57, 55, 53 and 51) it would be situated in excess of 45m (excluding ground floor level) from the rear garden boundaries of these properties (the rear gardens of Nos.2, 3 and 4 Westfield Grove intervene), with the dwellings fronting Westfield Avenue themselves situated further distant (to the west). Given the heights of Block 4 this level of separation would preclude any significantly harmful overbearing effect or loss privacy arising to these properties from Block 4. Whilst the upper levels of Block 4 are also likely to be perceptible to Nos.63a, 63 and 61 Westfield Avenue Block 3 would largely screen Block 4 from these properties. In addition Block 4 would be situated in excess of 45m (excluding ground floor level) from the rear garden boundaries of these properties, with the dwellings of Nos.63, 63 and 61 further distant (to the west), such that no significantly harmful overbearing effect or loss privacy would arise to these properties from Block 4.
387. Nos.3 and 4 Westfield Grove are a semi-detached pair situated to the west of Block 4, with No.3 being the closest to the site. Block 4 would be situated circa 28.5m from the boundary of the garden of No.3 (excluding ground floor level), at which point this boundary represents

23 JUNE 2020 PLANNING COMMITTEE

the terminus of the circa 40m deep rear garden of No.3, and to the east of which Block 4 would reach circa 27m in height. Block 4 would be situated circa 31m from the boundary of the garden of No.3 (excluding ground floor level), at which point the boundary of the garden of No.3 occurs close to the rear elevation of the dwelling, and to the east of which (beyond intervening No.2) Block 4 would reach circa 21m in height. Taking account of the retained separation distances, which would exceed the respective heights of Block 4, no significantly harmful overbearing effect or loss privacy would arise to Nos.3 and 4 Westfield Grove from Block 4.

388. No.2 Westfield Grove is situated to the south-west of Block 4 and orientated at an angle. The closest, south-western corner, of Block 4 would be situated within 2m of the common boundary with No.2 (excluding ground floor level). Due to the angled common boundary the retained separation to the western elevation of Block 4 would increase to circa 7.6m and continue gradually increasing (to the north-west) up to circa 25m. The dwelling of No.2 is set away from the common boundary by between circa 16m and 19m. Where it is situated beyond the dwelling of No.2 Block 4 would reach circa 21m in height. Taking into account the height of Block 4 at this point, and the separation distances retained to both the common boundary and rear elevation of No.2, a significantly harmful overbearing effect and loss privacy would arise to No.2 Westfield Grove. This harm will need to be weighed against the benefits of the development.
389. No.1 Westfield Grove forms a semi-detached pair with No.2. The closest, western 'wing' of broadly 'H' shaped Block 4 would be offset at an angle from No.1. Whilst the closest (south-western) corner of Block 4 would be situated circa 6m from the common boundary of No.1, which represents the terminus of the circa 23m-30m deep rear garden of No.1, the sensitivity of the terminus of the rear garden of No.1, across which openings within the southern elevation of Block 4 would face at distances varying between circa 6m and 20m, is reduced in comparison to the rear arden area close to the dwelling of No.1. The obliquely natured relationship between openings within the southern elevation of Block 4, and the angled terminus of the rear garden of No.1, would preclude a significantly harmful loss of privacy to the rear garden of No.1. Given the obliquely natured relationship between the closest part of Block 4 and the rear elevation of the dwelling of No.1, on balance, no significantly harmful overbearing effect or loss privacy would arise to No.1 Westfield Grove from the western 'wing' of Block 4. The highest element (circa 37m) of the eastern 'wing' of Block 4 would be situated circa 35m, and the stepped lower elements situated circa 31.5m (where circa 33.5m in height) and circa 27m (where circa 13m in height), from the common boundary with No.1. These separation distances would ensure that no significantly harmful overbearing effect or loss privacy would arise to No.1 Westfield Grove from the eastern 'wing' of Block 4.
390. Block 4 would be situated north of dwellings fronting the eastern side of Granville Road, the closest of which is No.67. The western 'wing' of Block 4 would be situated circa 26m from the boundary of the curtilage of No.67 (where it reaches circa 21m in height) and circa 43m from the same point (where it reaches circa 30m in height). The 'mid-section' of Block 4 would measure circa 17m in height, at which point it would be situated circa 40m from the boundary of the curtilage of No.67. The southern extent of the eastern 'wing' of Block 4 would reach circa 13.5m in height, being situated circa 11.5m from the vehicular access track which runs to the rear of No.67 (and to the rear of the rear gardens of other properties fronting this eastern side of Granville Road). These separation distances would ensure that no significantly harmful overbearing effect or loss privacy would arise to No.67 Granville Road, and therefore would also not arise to other properties fronting the eastern side of Granville Road, due to the presence of Block 4.
391. To the south of the 'eastern' wing of Block 4 (beyond proposed landscaping within the site and an intervening public footpath) lies Loop Road Recreation Ground, further south of

23 JUNE 2020 PLANNING COMMITTEE

which are properties fronting Westfield Road. At their closest the rear garden boundaries of properties fronting Westfield Road are in excess of 175m from the southern site boundary, a separation distance sufficient to ensure no significantly harmful overbearing effect or loss privacy would arise to properties fronting Westfield Road due to the presence of Block 4.

Block 5

392. To the south of Block 5 (beyond proposed landscaping within the site and an intervening public footpath) lies Loop Road Recreation Ground, further south of which are properties fronting Westfield Road. At their closest the rear garden boundaries of properties fronting Westfield Road are in excess of 175m from the southern site boundary, a separation distance sufficient to ensure no significantly harmful overbearing effect or loss privacy would arise to properties fronting Westfield Road due to the presence of Block 5.
393. At ground and first floor levels a small part (of the eastern 'wing') of Block 5 would be situated circa 9m from the boundary of the curtilage of Penlan, Kingfield Green (which is located beyond an intervening public footpath). Above ground floor level the majority of the eastern 'wing' of Block 5 would be situated between circa 10m and 11m from the boundary of the curtilage of Penlan. The eastern 'wing' of Block 5 would reach a height of circa 20.4m, albeit an element to the south would reduce in height to circa 13.5m. Taking into account of the height of the eastern 'wing' of Block 5, and the separation distances retained to the boundary of the curtilage of Penlan, a significantly harmful overbearing effect and loss privacy would arise to Penlan, Kingfield Green. This harm will need to be weighed against the benefits of the development.
394. The 'mid-section' of Block 5 (circa 17m in height) would be screened from dwellings to the east by the eastern 'wing'. Whilst the western 'wing' of Block 5 would reach circa 29m in height it would be situated in excess of 45m from the boundaries of the curtilages of dwellings to the east, such that no significantly harmful overbearing effect or loss privacy would arise to these properties due to the western 'wing'.
395. Whilst the presence of Block 5, particularly the eastern 'wing', would be readily apparent from dwellings to the east of Penlan, the closest of which is No.7a Kingfield Close, a minimum of circa 35m separation would be retained between Block 5 and the boundary of the curtilage of No.7a. Given this separation distance, and that it would exceed the circa 20.4m height of the eastern 'wing' of Block 5, no significantly harmful overbearing effect or loss privacy would arise to properties east of Penlan.
396. At its closest the north-eastern corner of the eastern 'wing' of Block 5 would be situated circa 12m from the rear garden boundary of Nut Cottage, Kingfield Green and circa 25m from the rear garden boundary of The Cedars, Kingfield Green. It must be borne in mind that the relationship between the eastern 'wing' of Block 5 and these properties would be at angles and 'off-set'. In terms of rear elevations Block 5 would be situated circa 30m from that of Nut Cottage and circa 40m from that of The Cedars. Whilst there would be some loss of privacy and overbearing effect to the rear garden of Nut Cottage, this impact would mainly occur towards the terminus of the rear garden of Nut Cottage. The other separation distances, combined with the angled and 'off-set' relationship would preclude significantly harmful overbearing effect and loss of privacy to these properties.

Stadium

397. The north and east elevations of the stadium would border existing dwellings, beyond intervening landscaping and a vehicular route within the site. The eaves of the north elevation would stand at their greatest height in the north-western corner, gradually

23 JUNE 2020 PLANNING COMMITTEE

decreasing in height towards the north-eastern corner. The north elevation would contain areas of glazing above ground floor level (i.e. at first and second floor levels); condition 76 is recommended to secure details of the glazing within the north elevation as the submitted plans annotate and indicate the use of translucent materials (which let light pass through, but objects on the other side can't be seen clearly). It is considered that use of such a material, or a suitable alternative, is required to a height of up to 1.7m from finished floor level, at first and second floors within the north elevation to preclude harmful losses of privacy to dwellings to the north.

398. Where directly south of Cobbles/Elm View the stadium would be situated between circa 11.7m (where at eaves height of circa 16.2m) and circa 9m (where at eaves height of circa 15m) from the rear garden boundary of Cobbles/Elm View. The separation distances retained between the stadium and the rear elevation of Cobbles/Elm View would be greater, varying between circa 22m and 35m. Whilst the presence of the stadium would be readily perceptible to Cobbles/Elm View on balance, it is considered that the overbearing effect would not reach the threshold so as to constitute significant harm. Glazing can be controlled through recommended condition 76 to preclude a harmful loss of privacy to Cobbles/Elm View.
399. The stadium would be situated circa 10m from the south-western corner of the circa 40m deep rear garden of The Dell, the dwelling of which is orientated at an angle in relation to the stadium. Given these factors, together with the retained separation distance of in excess of 45m to the rear elevation of The Dell, no significantly harmful overbearing effect would arise to The Dell. Glazing can be controlled through recommended condition 76 to preclude a harmful loss of privacy to The Dell. Given the increased separation distances to the rear garden boundaries, and rear elevations, of both The Haven and The Culvers no significantly harmful overbearing effect or loss of privacy would arise to these properties.
400. The stadium would be situated between circa 9m (where at eaves height of circa 15m) and circa 8.5m (where at eaves height of circa 14.2m) from the rear garden boundary of Cotswolds. The separation distances retained between the stadium and the rear elevation of Cotswolds would be greater, varying between circa 48m and 34m. Whilst the presence of the stadium would be readily perceptible to Cotswolds, the depth of the rear garden, and angled orientation of Cotswolds in relation to the stadium, would preclude a significantly harmful overbearing effect. Glazing can be controlled through recommended condition 76 to preclude a harmful loss of privacy to Cotswolds.
401. The stadium would be situated between circa 8m (where at eaves height of circa 14.2m) and circa 5.5m (where at eaves height of circa 13m) from the rear garden boundary of Chinthurst. The separation distances retained between the stadium and the rear elevation of Chinthurst would be greater, varying between circa 33m and 26m. Whilst the presence of the stadium would be readily perceptible to Chinthurst on balance, it is considered that the overbearing effect would not reach the threshold so as to constitute significant harm. Glazing can be controlled through recommended condition 76 to preclude a harmful loss of privacy to Chinthurst.
402. The east elevation of the stadium would contain no areas of glazing above ground floor level such that no significantly harmful loss of privacy would occur to properties situated to the north-east and east.
403. Nos.9-12 Kingfield Drive are situated to the north-east of the site. Due to the intervening car parking area within the site the retained separation to the common boundaries (circa 17m at its closest) would be greater than the eaves height of the stadium (circa 13m at the closest point). Furthermore a separation distance of circa 34m (at its closest) would also be retained

23 JUNE 2020 PLANNING COMMITTEE

between the stadium and the facing elevations of Nos.9-12 Kingfield Drive. Given these combined factors no significantly harmful overbearing effect would arise to Nos.9-12 Kingfield Drive.

404. The stadium would be situated circa 3.6m at its closest (where at eaves height of circa 13m) from the rear garden boundary of Pond House, although for the majority of the common boundary the stadium would be situated in excess of 15m from the rear garden boundary. The separation distances retained between the stadium and the rear elevation of Pond House would be greater, measuring circa 35m at the closest. Whilst the presence of the stadium would be readily perceptible to Pond House for the majority of the common boundary the stadium would remain a distance from the common boundary in excess of its eaves height. Therefore it is considered that any overbearing effect would not reach the threshold so as to constitute significant harm.
405. The stadium would be situated between circa 3.4m and 11m (in both cases where at eaves height of circa 13m) from the rear garden boundary of Kingfield Cottage. The separation distances retained between the stadium and the rear elevation of Kingfield Cottage would be greater, measuring between circa 42m and 47m. Whilst the presence of the stadium would be readily perceptible to Kingfield Cottage, the depth of the rear garden, and angled orientation of Kingfield Cottage in relation to the stadium, would preclude a significantly harmful overbearing effect.
406. The stadium would be situated between circa 11m and 16m from the rear garden boundary of The Cedars (in both cases where at eaves height of circa 13m). The separation distances retained between the stadium and the rear elevation of The Cedars would be greater, measuring between circa 25m and 30m. Again, whilst the presence of the stadium would be readily perceptible to The Cedars the separation distances retained to both the rear garden boundary, and rear elevation, of The Cedars would preclude a significantly harmful overbearing effect.
407. The retained separation to the rear garden boundary of Nut Cottage (between circa 16m and 19m) would be greater than the eaves height of the stadium (circa 13m at this point). Furthermore separation distances of between circa 34m and 37m would also be retained between the stadium and the rear elevation of Nut Cottage. Given these combined factors no significantly harmful overbearing effect would arise to Nut Cottage.

Community concierge building

408. The community concierge building would be situated to the west of Cobbles/Elm View and only has the potential to impact this existing dwelling. Where it would be closest to the common boundary (circa 1.8m) this building would measure circa 3.3m in height, with the greater (circa 4.6m) height being located circa 4.4m from the common boundary. These respective heights and separation distances would preclude a significantly harmful overbearing effect to Cobbles/Elm View. The absence of any openings within the eastern elevation of this building would preclude any loss of privacy to Cobbles/Elm View.
409. Overall, Block 4 of the development would give rise to a significantly harmful overbearing effect, and loss privacy, to No.2 Westfield Grove. The eastern 'wing' of Block 5 of the development would give rise to a significantly harmful overbearing effect, and loss privacy, to Penlan, Kingfield Green. In this regard the development conflicts with Policy CS21, SPDs Outlook, Amenity, Privacy and Daylight (2008) and Design (2015). These harms should be balanced against the overall benefits of the development.

Daylight

410. Policy CS21 states that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impacts in terms of loss of, inter alia, daylight.
411. The impact of the proposed development upon nearby existing residential properties has been assessed by the applicant within the ES, 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).
412. Where the BRE guidelines are exceeded then daylighting and/or sunlighting may be adversely affected. The BRE Guide provides numerical guidelines although emphasizes that the 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.
413. It is also a material consideration that Paragraph 123(c) of the NPPF states that "*local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)*".
414. 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 No Sky Line Contour (NSC) are the primary tests used to assess the impact of new development upon the daylighting of existing buildings.
415. Commercial properties are generally not treated as having a reasonable expectation of daylight or sunlight because they are usually designed to rely on electric lighting to provide sufficient light by which to work rather than natural daylight or sunlight.

Vertical Sky Component (VSC)

416. 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, with the new development in place, is both less than 27% and less than 0.8 times (ie. a greater than 20% reduction) of its former value (pre-development), occupants of the existing building will notice the reduction in the amount of skylight; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.

417. Where there will be a noticeable change, the results have been summarised dependant on how far beyond the suggested targets the reductions are from existing levels. For VSC, the ranges of reduction are:

- Up to 19.9% (negligible) (ie. BRE compliant)
- 20-29.9% (minor adverse);
- 30-39.9% (moderate adverse); and
- >40% (major adverse).

418. It is important to note that although the VSC is the best guide to determine impacts, as it describes the amount of light entering a window and how it is affected by an obstruction, other factors not considered, such as the size or use of the room, how large the windows are, whether rooms have more than one window, or if they are dual aspect and so have another source of daylight, are also relevant, as they all potentially affect the significance of the impact in terms of living conditions and usability.

No Sky Line Contour (NSC)

419. Where room layouts are known, the impact on the daylighting distribution in existing buildings can be found by plotting the 'no sky line contour' 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 due to their use. The no sky line contour 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 Guide states that if, following construction of a new development, the no sky line contour 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; for the purposes of this report changes below this threshold will be identified as a 'negligible' effect. It should be noted that 'noticeable', as per the BRE Guide, is a different test than that set out within Policy CS21, which refers to 'significant' harm.

420. Where there will be a noticeable change, the results have been summarised dependant on how far beyond the suggested targets the reductions from existing levels will occur. For NSC the ranges of reduction are:

- Up to 19.9% (negligible) (ie. BRE compliant)
- 20-29.9% (minor harmful);
- 30-39.9% (moderate harmful); and
- >40% (major harmful).

421. 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 contour may be unavoidable.

422. The VSC and NSC results within the ES indicate that there would be no noticeable change in the levels of daylight to the following properties:

- The Dell, Kingfield Road;
- Chinthurst, Kingfield Road;
- 9-12 Kingfield Drive;
- Pond House, Kingfield Green;
- Kingfield Cottage, Kingfield Green;

23 JUNE 2020 PLANNING COMMITTEE

- The Cedars, Kingfield Green;
- Nut Cottage, Kingfield Green;
- 50 Westfield Avenue;
- 51 Westfield Avenue;
- 52 Westfield Avenue;
- 52A Westfield Avenue;
- 53 Westfield Avenue;
- 55 Westfield Avenue;
- 57 Westfield Avenue;
- 59 Westfield Avenue;
- 63 Westfield Avenue;
- 63A Westfield Avenue
- 3 Westfield Grove;
- 4 Westfield Grove; and
- Hornbeam House, Acer Grove.

423. With no noticeable alterations in the VSC or NSC to these properties, the effect of the proposed development on their daylight is considered negligible and will not be considered further.

424. The following table shows the number of affected properties, which will be subject to a reduction of daylight of more than 20% of current levels:

Property	Assessed level of impact		
	VSC (Daylight)	NSC (Daylight)	APSH (Sunlight)
Elm View, Kingfield Road	X	X	
Cotswolds, Kingfield Road	X		
Penlan, Kingfield Green	X		
67 Granville Road	X		
1 Westfield Grove	X		
2 Westfield Grove	X	X	
54 Westfield Avenue	X		
56 Westfield Avenue	X		
58 Westfield Avenue	X		
60 Westfield Avenue	X		
61 Westfield Avenue		X	
62 Westfield Avenue	X		
64 Westfield Avenue	X		
66 Westfield Avenue	X		
Ash House, Acer Grove	X		
Beech House, Sycamore Avenue	X		
Hazel House, Sycamore Avenue	X	X	X

23 JUNE 2020 PLANNING COMMITTEE

425. The number of affected windows is summarised in the table below:

Window	VSC (Daylight)	NSC (Daylight)	APSH (Sunlight)
Total Windows	431	219	183
Windows affected	85	20	9
as a % of all windows	19.7%	9.1%	4.9%
Windows with a reduction of 20%-29.9%	29	2	-
as a % of all windows	6.7%	0.9%	-
Windows with a reduction of 30%-39.9%	42	2	-
as a % of all windows	3.2%	7.3%	-
Windows with >40% reduction	14	16	-
as a % of all windows	3.2%	7.3%	-

426. Some of the rooms within the following properties will experience VSC and/or NSC alterations which are beyond those described previously and so fall to be considered in more detail. The following table provides further information in respect of these impacts and comments on the level of harm:

Property	Use	Windows / impacts
Elm View / Cobbles, Kingfield Road	Residential	17 windows tested (VSC) 8 negligible VSC impacts (i.e. BRE compliant) 3 minor harmful VSC impacts 6 moderate harmful VSC impacts
Comment – Retained VSC levels are generally good, being in excess of 22.5%, not significantly below the suggested target of 27%. 3 minor harmful VSC impacts (reductions of between 26.6% - 29.6%). 6 moderate harmful VSC impacts (reductions of between 31.7% - 35.0%). 7 of 9 rooms would see no noticeable change in NSC level. Both of the remaining 2 rooms would see major harmful NSC impacts (reductions of 49.8% and 55.1%). Overall = moderate harmful impact.		
Cotswolds, Kingfield Road	Residential	18 windows tested (VSC) 13 negligible VSC impacts (i.e. BRE compliant) 5 minor harmful VSC impacts
Comment – 5 minor harmful VSC impacts; reductions of between 20.2% - 24.6%, marginally above the recommended target of 20%. Largest VSC reduction of 24.6% would occur to bedroom window, less important in daylight terms. 3 minor harmful VSC impacts would occur to a single room also served by 2 other windows. None of the 7 rooms will see a noticeable change in NSC level. Overall = minor harmful impact.		
Penlan, Kingfield Green (existing situation)	Residential	27 windows tested (VSC) 24 negligible VSC impacts (i.e. BRE compliant) 1 moderate harmful VSC impact 2 major harmful VSC impacts
Comment – 1 moderate harmful VSC impact (reduction of 30.1%). 2 major harmful VSC impacts (reductions of between 44.2% - 51.5%) to windows W10 and W11 which serve a conservatory and therefore are considered to be technical deviations as this room receives light from a number of other windows such that the impact to these windows would not be noticeable. An average of all VSC levels seen within the vertical windows to the conservatory has been taken, showing a mean average VSC of 27%, which is the suggested level of retained VSC (and does not consider the light that would enter through the glazed roof). All 9 rooms assessed would see no noticeable NSC impact. Overall = minor harmful impact.		

23 JUNE 2020 PLANNING COMMITTEE

Penlan, Kingfield Green (proposed development)	Residential	As these buildings have not yet been constructed, it is inappropriate to conduct a comparative study. Therefore, both permitted properties have been assessed using the ADF assessment.
Comment - ADF assessment shows that all 7 rooms within northernmost permitted property would meet the recommended criteria set out by the BRE. 4 of the 8 rooms within the southernmost permitted property would meet the recommended ADF targets.		
67 Granville Road	Residential	7 windows tested (VSC) 4 negligible VSC impacts (i.e. BRE compliant) 2 minor harmful VSC impacts 1 moderate harmful VSC impact
Comment – 2 minor harmful VSC impacts (reductions of between 29.0% - 29.6%) and 1 moderate harmful VSC impact (reduction of 31.3%) occur to windows W2-W4 on the ground floor – these are located within side elevation and therefore likely to be secondary to primary windows within rooms located on the front or rear of the property or serve non-habitable space (likely bathroom, w/c or hallway). All 4 rooms assessed will see no noticeable reduction to the NSC levels. Overall = minor harmful impact.		
1 Westfield Grove	Residential	6 windows tested (VSC) 4 negligible VSC impacts (i.e. BRE compliant) 2 minor harmful VSC impacts
Comment – 2 minor harmful VSC impacts (reductions of between 25.7% - 27.0%). Largest VSC reduction (27.0%) would occur to window W3 - serving room also served by windows W1 and W2. Other minor harmful VSC impact to bedroom, less important in daylight terms. All 4 rooms assessed would see no noticeable NSC impact. Overall = minor adverse impact.		
2 Westfield Grove	Residential	3 windows tested (VSC) 1 negligible VSC impact (i.e. BRE compliant) 2 moderate harmful VSC impacts
Comment - Both windows (W1 and W2) with moderate harmful VSC impacts (reductions in VSC of between 34.6% - 36.2%) serve the same Living / Kitchen / Dining (LKD) room, and retain between 22.9% - 23.1% VSC, which is not significantly below the BRE suggested 27%. Whilst VSC does not consider the area of glazing the LKD room affected is served by a significant amount of glazing with large glass bi-fold doors and separate windows. As such, in real terms the level of light retained within the rooms would be considered acceptable. 1 of 2 rooms assessed would see no noticeable NSC impact; the remaining room will see a minor harmful NSC impact (reduction of 25.6%). Overall = minor to moderate harmful impact.		
54 Westfield Avenue	Residential	2 windows tested (VSC) 1 negligible VSC impact (i.e. BRE compliant) 1 minor harmful VSC impact
Comment – the 1 minor harmful VSC impact (reduction of 29.1%) – to window serving second floor bedroom, less important in daylighting terms – is likely to be driven by the deep overhanging eaves of the roof. 2 rooms assessed will see no noticeable NSC impact. Overall = minor harmful impact.		
56 Westfield Avenue	Residential	2 windows tested (VSC) 1 negligible VSC impact (i.e. BRE compliant) 1 minor harmful VSC impact
Comment – the 1 minor harmful VSC impact (reduction of 29.3%) – to window serving the second floor bedroom, less important in daylighting terms – is likely to be driven by the deep overhanging eaves of the roof, acting as cover for a balcony. 2 rooms assessed will see no noticeable NSC impact. Overall = minor harmful impact.		
58 Westfield Avenue	Residential	3 windows tested (VSC) 2 negligible VSC impacts (i.e. BRE compliant) 1 minor harmful VSC impact
Comment – the 1 minor harmful VSC impact (reduction of 22.7%) – to window serving the second floor bedroom – is likely to be driven by the deep overhanging eaves of the roof, acting as cover for a balcony. Also not significant departure from BRE criteria of 20.0%. 2 rooms assessed will see no noticeable NSC impact. Overall = minor harmful impact.		

23 JUNE 2020 PLANNING COMMITTEE

60 Westfield Avenue	Residential	3 windows tested (VSC) 2 negligible VSC impacts (i.e. BRE compliant) 1 minor harmful VSC impact
Comment – the 1 minor harmful VSC impact (retaining 26.6% VSC, marginally below the BRE criteria of 27%) – to window serving the second floor bedroom, less important in daylighting terms – is likely to be driven by the deep overhanging eaves of the roof, acting as cover for a balcony. 2 rooms assessed will see no noticeable NSC impact. Overall = minor harmful impact.		
61 Westfield Avenue	Residential	8 windows tested (VSC) 8 negligible VSC impacts (i.e. BRE compliant)
Comment – No noticeable NSC impact to 3 of 4 rooms assessed. Remaining room will see a moderate harmful NSC impact (reduction of 47.2%) to a loft room used as a study – although the effect is driven by the low windows and ceiling height. Whilst the results show a moderate impact to this room, it is likely that the real world implications would be negligible, which is represented by the acceptable VSC results for the window serving this room (retains 31.3% VSC, in excess of BRE criteria of 27%). Moderate adverse NSC impact is likely to be driven by the low ceilings and unconventional shape of the room. Overall = minor harmful impact.		
62 Westfield Avenue	Residential	3 windows tested (VSC) 2 negligible VSC impacts (i.e. BRE compliant) 1 minor adverse VSC impact
Comment – 1 minor adverse VSC impact to window W2 (retaining 26.6% VSC, marginally below the BRE criteria of 27%) – this small secondary first floor window serves a first floor bedroom which is also served by a much larger primary window, which exceeds the recommended targets for VSC (retains 28% VSC). 2 rooms assessed will see no noticeable NSC impact. Overall = minor harmful impact.		
64 Westfield Avenue	Residential	3 windows tested (VSC) 2 negligible VSC impacts (i.e. BRE compliant) 1 minor harmful VSC impact
Comment – 1 minor harmful VSC impact to window W1 (retaining 26.4% VSC, marginally below the BRE criteria of 27%) – this first floor window serves a bedroom which is also served by another window, which exceeds the recommended targets for VSC (retains 27.6%). 2 rooms assessed will see no noticeable NSC impact. Overall = minor harmful impact.		
66 Westfield Avenue	Residential	3 windows tested (VSC) 1 negligible VSC impact (i.e. BRE compliant) 2 minor harmful VSC impacts
Comment – 2 minor harmful VSC impacts - to windows W1 on the first and second floors – both serving bedrooms and retaining 26.3% and 26.9% VSC respectively, both marginally below the BRE criteria of 27%. 2 rooms assessed will see no noticeable NSC impact. Overall = minor harmful impact.		
Ash House, Acer Grove	Residential	17 windows tested (VSC) 16 negligible VSC impacts (i.e. BRE compliant) 1 minor harmful VSC impact
Comment – 1 minor adverse VSC impact (reduction of 20.2%) to bedroom, marginally above the BRE target of 20%. No rooms will see noticeable NSC impact. Overall = minor harmful impact.		
Beech House, Sycamore Avenue	Residential	30 windows tested (VSC) 13 negligible VSC impacts (i.e. BRE compliant) 7 minor harmful VSC impacts 7 moderate harmful VSC impacts 3 major harmful VSC impacts
Comment - 1 of the major harmful VSC impacts (reduction of 43.9%) occurs in a third floor dual aspect LKD which is mitigated by two other fully compliant windows. The 2 other major harmful VSC impacts (reductions of between 41.0% - 42.2%) occur in one ground floor level LKD which is overhung by a balcony. Beech House contains a number of overhanging balconies, providing		

23 JUNE 2020 PLANNING COMMITTEE

private amenity; the BRE guidance states that features such as these are self-limiting in design and assessing the VSC levels with the balcony removed is an acceptable method to demonstrate this argument. The results of the 'balconies removed' assessment shows that 19 windows will see negligible VSC impacts as a result of the proposed development. Of the remaining 11 windows, there a 5 minor harmful VSC impacts (reductions of between 22.2% - 29.6%), 2 of which occur to bedrooms, less important in daylighting terms, 6 moderate harmful VSC impacts (reductions of between 32.3% - 37.9%), 4 of which occur to bedrooms, less important in daylighting terms, and all major VSC impacts have been removed. Of the moderate and major harmful VSC impacts in the 'balconies removed' assessment the lowest VSC retained would be 22.6% and the highest 26.2%, neither significantly below the BRE criteria of 27%. No rooms will see noticeable NSC impact. Overall = moderate harmful impact.

Hazel House, Sycamore Avenue	Residential	54 windows tested (VSC) 19 negligible VSC impacts (i.e. BRE compliant) 1 minor harmful VSC impact 25 moderate harmful VSC impacts 9 major harmful VSC impacts
---	-------------	---

Comment - Of the 9 major harmful VSC impacts, 3 occur in bedrooms (reductions of between 41.5% - 45.9%), which are considered to have a lower reliance on daylight due to the room use, as per the BRE Guide. The remaining 6 major harmful VSC impacts (reductions of between 42.9% - 72.4%) occur in dual aspect LKD's, which are mitigated by other windows which retain high and compliant VSC levels.

Hazel House contains a number of overhanging balconies, providing private amenity, and structural overhangs; the BRE Guide states that features such as these are self-limiting in design and assessing the VSC levels with such limiting designs removed is an acceptable method to demonstrate this argument. When removing these limiting designs, the results show 31 (57%) windows see negligible (i.e. BRE compliant) VSC impacts. Of the remaining 23 windows, 2 would see minor harmful VSC impacts, 17 moderate harmful VSC impacts and 4 major harmful VSC impacts. Again, the 4 major harmful VSC impacts occur to dual aspect LKD's and are therefore mitigated by other windows serving the rooms which show BRE compliant VSC results.

13 of the 29 rooms assessed will not see a noticeable NSC impact (i.e. BRE compliant). Of the remaining 16 rooms, there would be 1 minor harmful NSC impact (reduction of 29.8%), 2 moderate harmful NSC impacts (reductions of 33.6% and 39.8%) and 13 major harmful NSC impacts.

Of the 13 major harmful NSC impacts, 7 occur in bedrooms, (reductions of between 40.7% - 57.4%) which have a lower reliance on daylight, as per the BRE Guide. The remaining 6 major harmful NSC impacts (40.5% - 59.4%) occur in LKD's, which are inherently deeper rooms than that of a standard living room due to the multipurpose use. The arrangement of the LKD's have the main living space located in immediate proximity to the windows with dining spaces at the rear. As such, the areas with the highest light requirement are located in proximity to the windows where the natural light would be at its best. Overall = moderate harmful impact.

427. Overall, in daylighting terms, the development would result in moderately harmful loss of daylight to the residential buildings of Elm View / Cobbles, Kingfield Rd, No.2 Westfield Grove, Beech House and Hazel House (both in Sycamore Avenue); whilst these properties will experience moderately harmful losses of daylight, these losses are not considered to reach the threshold of significant harm, as stated by Policy CS21. These impacts should be balanced against the overall benefits of the development.

Sunlight (to windows)

428. Policy CS21 states that proposals for new development should achieve a satisfactory relationship to adjoining properties, avoiding significant harmful impacts in terms of loss of, inter alia, sunlight.

23 JUNE 2020 PLANNING COMMITTEE

429. 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 access to sunlight should be checked for the main window of each room which faces within 90° of due south (ie. facing from 90° to 270°).
430. The BRE Guidelines for the Annual Probable Sunlight Hours (APSH) method state that if a window:
- "...can receive more than one quarter of annual probable sunlight hours, including at least 5% of annual probable sunlight hours during the winter months between 21 September and 21 March, then the room should still receive enough sunlight".*
431. 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. In order to be regarded as meeting APSH criteria once the proposed development has been constructed, a window should either:
- Retain at least 25% total APSH and 5% APSH in the winter months in absolute terms;
 - Retain at least 80% of its existing total and winter APSH values after the Proposed Development is constructed; or
 - The loss of total absolute annual APSH should be no more than 4% lower than the existing level.
432. Where the results show compliance with the BRE Guidelines APSH criteria, the effect is of 'negligible' significance since occupants are unlikely to experience any noticeable change to their sunlight amenity levels.
433. Where the assessment demonstrates that sunlight levels will not meet either of the requirements, the results have been assessed on the basis of how far beyond the suggested targets the reductions from baseline levels will occur. For total APSH the ranges of reduction have been split into:
- Up to 19.9% (negligible) (i.e. BRE compliant)
 - 20-29.9% (minor harmful);
 - 30-39.9% (moderate harmful); and
 - >40% (major harmful).
434. The following properties either have no windows facing within 90° of due south, or would have no noticeable alteration in APSH, and as such would sustain no noticeable impacts with regard to sunlight to windows:
- Elm View / Cobbles, Kingfield Road;
 - The Dell, Kingfield Road;
 - Cotswolds, Kingfield Road;
 - Chinthurst, Kingfield Road;
 - 9-12 Kingfield Drive;
 - Pond House, Kingfield Green;
 - Kingfield Cottage, Kingfield Green;
 - The Cedars, Kingfield Green;
 - 50 Westfield Avenue;
 - 51 Westfield Avenue;

23 JUNE 2020 PLANNING COMMITTEE

- 52 Westfield Avenue;
- 52A Westfield Avenue;
- 53 Westfield Avenue;
- 54 Westfield Avenue;
- 55 Westfield Avenue;
- 56 Westfield Avenue;
- 57 Westfield Avenue;
- 58 Westfield Avenue;
- 59 Westfield Avenue;
- 60 Westfield Avenue;
- 61 Westfield Avenue;
- 62 Westfield Avenue;
- 63 Westfield Avenue;
- 63A Westfield Avenue;
- 64 Westfield Avenue;
- 66 Westfield Avenue;
- Nut Cottage, Kingfield Green;
- Penlan, Kingfield Green;
- 67 Granville Road;
- 1 Westfield Grove;
- 2 Westfield Grove;
- 3 Westfield Grove;
- 4 Westfield Grove;
- Ash House, Acer Grove;
- Hornbeam House, Acer Grove; and
- Beech House, Sycamore Avenue.

435. With no noticeable alterations in the APSH to these properties the effect of the proposed development on their sunlight (to windows) is considered negligible and will not be considered further.

436. The following property will experience APSH alterations which are beyond those described previously and so falls to be considered in more detail. The table below provides further information in respect of these impacts and comments on the level of harm:

Property	Use	Windows / impacts
Hazel House, Sycamore Avenue	Residential	29 rooms tested (APSH) 20 negligible APSH impacts (i.e. BRE compliant) 9 rooms would experience reductions below BRE suggested targets
Comment - All 9 rooms experiencing reductions below BRE suggested targets are bedrooms, which have a lower requirement for sunlight. Of these 9 rooms, the retained values are still generally high, with several only marginally below the recommended levels set out by the BRE. 4 of the 9 rooms would achieve either the APSH annual target of 25 APSH or the winter target of 5 APSH. All of the LKD's would continue to receive sunlight levels in excess of the suggested BRE criteria with the lowest retained to a LKD being 29 APSH annual and 9 APSH winter. Overall = minor harmful impact.		

437. Overall the development would not give rise to any significantly harmful loss of sunlight to windows and complies with Policy CS21, SPDs Outlook, Amenity, Privacy and Daylight (2008) and Design (2015) in this regard.

Sun on the ground

438. The BRE Guidelines set 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 recommend that, for an area to appear adequately sunlit throughout the year, at least half (50%) of any assessment area should see direct sunlight for at least two hours on the 21st March. If, as a result of new development, an existing assessment area will not meet these guidelines and the area which can receive two hours of direct sunlight on the 21st March is reduced to less than 0.8 times its former area, then the loss of sunlight is likely to be noticeable. Where the results show compliance with the BRE Guidelines criteria, the occupants are unlikely to experience any noticeable change to their sunlight amenity levels ('negligible' effect).
439. The results of the sun on the ground assessment show that, with the proposed development in place, at least 50% of each assessment area (listed below) would achieve 2 hours of direct sunlight on 21st March:
- Elm View / Cobbles, Kingfield Road;
 - The Dell, Kingfield Road;
 - The Haven, Kingfield Road;
 - The Culvers, Kingfield Road;
 - Ivylea, Kingfield Road;
 - Chase Manor, Kingfield Road;
 - The Shallows, Kingfield Road;
 - Birnam, Kingfield Road;
 - Seaton, Kingfield Road;
 - Brightholme, Kingfield Road;
 - 1-8 Kingfield Drive;
 - 9-12 Kingfield Drive;
 - 14-21 Kingfield Drive;
 - Chinthurst, Kingfield Road;
 - Cotswolds, Kingfield Road;
 - Pond House, Kingfield Green;
 - Kingfield Cottage, Kingfield Green;
 - The Cedars, Kingfield Green;
 - Nut Cottage, Kingfield Green;
 - Penlan, Kingfield Green;
 - 1 Westfield Grove;
 - 2 Westfield Grove;
 - 3 Westfield Grove;
 - 4 Westfield Grove;
 - 51 Westfield Avenue;
 - 53 Westfield Avenue;
 - 55 Westfield Avenue;
 - 57 Westfield Avenue;
 - 59 Westfield Avenue;
 - 61 Westfield Avenue;
 - 63 Westfield Avenue;
 - 63A Westfield Avenue
440. As such the proposed development would be fully compliant with the BRE Guidance, in terms of sun on the ground amenity, and would not give rise to any significantly harmful loss

23 JUNE 2020 PLANNING COMMITTEE

of sun on the ground amenity, complying with Policy CS21, SPDs Outlook, Amenity, Privacy and Daylight (2008) and Design (2015) in this regard.

Overshadowing

Transient overshadowing

441. The BRE Guide suggests that where large buildings are proposed which may affect a number of gardens or open spaces, it is useful to plot a shadow plan to illustrate the location of shadows at different times of the day and year, on the following key dates:
- 21st March (spring equinox);
 - 21st June (summer solstice); and
 - 21st December (winter solstice)
442. September 21st (autumn equinox) would provide the same overshadowing images as March 21st (spring equinox), because the sun follows the same path on these dates. For each of the key dates the overshadowing has been calculated at hourly intervals.
443. The BRE Guide does not provide any criteria for the significance of transitory overshadowing, other than to suggest that by establishing the different times of day and year when shadow would be cast over adjacent areas, an indication is given as to the significance of the effect of the development.
444. The proposed development will cause additional levels of shadowing on 21st March and, where not confined to the site, the shadows will pass quickly across neighbouring amenity areas. Throughout the day the shadows cast generally last for no more than 2 hours before transitioning on. Properties to the north, such as Elm View / Cobbles, The Dell, Cotswolds and Chinthurst will also experience some additional overshadowing to the rear gardens. However the additional shadow would generally occur at the rear of the gardens, away from the properties. It should also be noted that at rear of these gardens is a large row of mature trees and hedges, which will cast a shadow on the gardens at present, although for the purposes of assessment, and to create a worst case scenario, all trees and hedgerows have been removed. Therefore the 'real world' impact of the proposed development on these rear gardens would be reduced in comparison to that shown in the ES.
445. The same is also relevant in terms of properties to the east and south-east of the proposed development, which includes Pond House, Kingfield Cottage, The Cedars, Nut Cottage and Penlan. These properties also have generally large gardens which will be partially overshadowed, although these properties are also separated from the site by large mature trees which will already create shadow over these garden areas.
446. The ES also contains additional assessments for 21st June (when the shadows cast would be at their shortest). At this time of year, when neighbouring gardens are likely to be used most, the extent of the shadow would be significantly reduced in comparison to that on 21st March.
447. The shadows cast on 21st December are longer and as such affect a larger area. Again, should the mature trees on the boundaries be considered, the real world change in shadow would be less than that shown within the ES. Furthermore temperature, precipitation and reduced hours of sunlight are likely to be the most significant considerations as to whether neighbouring gardens are used at this time of year. Overall the proposed development would not give rise to significantly harmful overshadowing impacts, complying with Policy CS21, SPDs Outlook, Amenity, Privacy and Daylight (2008) and Design (2015) in this regard.

Conclusion on neighbouring residential amenities

448. In conclusion Block 4 of the development would give rise to a significantly harmful overbearing effect, and loss privacy, to No.2 Westfield Grove. The eastern 'wing' of Block 5 of the development would give rise to a significantly harmful overbearing effect, and loss privacy, to Penlan, Kingfield Green. In this regard the development conflicts with Policy CS21, SPDs Outlook, Amenity, Privacy and Daylight (2008) and Design (2015). These impacts should be balanced against the overall benefits of the development.
449. In daylighting terms, the development would result in moderately harmful loss of daylight to the residential buildings of Elm View / Cobbles, Kingfield Rd, No.2 Westfield Grove, Beech House and Hazel House (both in Sycamore Avenue); whilst these properties will experience moderately harmful losses of daylight, these losses are not considered to reach the threshold of significant harm, as stated by Policy CS21 and these impacts should be balanced against the overall benefits of the development.
450. The development would not give rise to any significantly harmful loss of sunlight to windows, loss of sun on the ground amenity or overshadowing impacts.

Thames Basin Heaths Special Protection Area (TBH SPA)

451. 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")).
452. 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 in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy (April 2020 update). This would be secured through the Executive Undertaking.
453. Subject to securing the provision of the SAMM tariff (through the Executive Undertaking) and an appropriate CIL contribution, and subject to the completion of an Appropriate Assessment (supported by Natural England), the Local Planning Authority would be able to determine that the development would 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. On that basis (reflected in the recommendation) the development would therefore accord with Policy CS8, the measures set out in the Thames Basin Heaths SPA Avoidance Strategy, and the requirements of the Habitat Regulations 2017.

Air quality impacts on the Thames Basin Heaths Special Protection Area (TBH SPA)

454. There are a number of nationally and internationally designated sites in the Thames Basin Heaths Special Protection Area (TBH SPA), at which nitrogen sensitive species are present, such as Smart's and Prey Heaths SSSI within 200m of the A320.
455. Policy DM6 of the DM Policies DPD states that:
- Development proposals that are likely to affect nationally and internationally designated wildlife sites such as Thames Basin Heaths Special Protection Areas (SPA) or Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC) through deteriorating air or water quality will be required to carry out an assessment of the impacts, followed by avoidance and mitigation measures if necessary.*
456. The applicant has submitted an Air Quality Note: Analysis of Ecological Impacts at Thames Basin Heaths SPA (March 2020), assessing the potential impact to sensitive ecological receptors. Traffic flows from the Site Allocations DPD - Habitats Regulations Assessment, have been used, alongside traffic flows for the proposed development, to undertake a cumulative assessment as per the IAQM (2019) Guide to the assessment of air quality impacts on designated nature conservation sites. This approach was agreed with Natural England and is considered to be appropriate to determine the likely effects of the proposed development on air quality at sensitive ecological receptors.
457. This assessment demonstrates that, although traffic associated with allocated sites (and the proposed development) leads to increases in annual mean NO_x concentrations greater than 1% of the critical load at some locations, these increases are already predicted to occur with the site allocations tested in the Habitats Regulation Assessment (HRA), and such increases are limited to locations very close to roads, where, as detailed in the HRA, "*any effects are likely to be subtle as the area closest to the roadside is the area most likely to be already affected by other road influences[...]*".
458. With regards to nutrient nitrogen deposition levels, the assessment demonstrates that the increase in traffic associated with the site allocations, and the proposed development, does not lead to the screening criterion (i.e. 1% of the critical load) being exceeded at any location and the conclusions of the HRA that these effects are not significant remains valid.
459. Overall, the assessment demonstrates that the increased quantum of development at the application site, relative to the allocation set out in the emerging Site Allocations DPD, does not affect the conclusions of the supporting HRA in terms of annual mean NO_x concentrations and nutrient nitrogen deposition levels, with the effects associated with the site considered to be 'not significant'. Overall, with regard to air quality, the impacts of the proposed development on the Thames Basin Heaths Special Protection Area (TBH SPA) will be not significant. This conclusion has been agreed by Natural England.

Wind microclimate

460. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, wind. The ES contains a pedestrian level wind microclimate assessment (dated November 2019), the objective of which is to determine the ground and elevated level wind environment within and around the proposed development.

23 JUNE 2020 PLANNING COMMITTEE

461. The assessment sets out that meteorological data indicate that the prevailing wind direction throughout the year is from the south-west and that there is a secondary peak from north-easterly winds, especially during the spring.
462. The ES sets out that wind tunnel tests were conducted on a scale model of the proposed development (including the surrounding area within a 360m radius of the centre of the site), taking measurements at ground, podium, and balcony level locations along the building facades and at corners, thoroughfares, within open amenity spaces and on pedestrian routes within and around the site, at up to 242 locations for 36 wind directions at 10° intervals. Analysis was conducted on a seasonal basis but the assessment focuses on the windiest season results (generally the winter season) and those for the summer season, when pedestrian activity generally require 'calmer' conditions.
463. The Lawson Comfort Criteria seek to define the reaction of an average pedestrian to the wind, setting out four pedestrian activities to reflect the fact that less active pursuits require more benign wind conditions. The categories are:

Comfort Category	Threshold	Description
Sitting	0-4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long periods
Standing	4-6 m/s	Gentle breezes acceptable for main building entrances, pick-up/drop-off points and bus stops
Strolling	6-8 m/s	Moderate breezes that would be appropriate for strolling along a city/town street, plaza or park
Walking	8-10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
Uncomfortable	>10 m/s	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically required

464. Generally, for a mixed-use development, the target conditions are:
- Strolling during the windiest season on pedestrian thoroughfares;
 - Standing/entrance conditions at main entrances, drop off areas or taxi ranks, and bus stops throughout the year (although it should be noted that back of house entrances and fire escapes, which are used less frequently, would tolerate windier conditions suitable for strolling use);
 - Standing use conditions during the summer season at private balcony/terrace spaces where there is no designated seating; and
 - Sitting conditions at outdoor seating and amenity areas during the summer season when these areas are more likely to be frequently used by pedestrians. Larger amenity spaces would tolerate a mixture of sitting and standing use wind conditions during the summer season, should all seating areas be suitable for sitting use.
465. Achieving a sitting classification in the summer usually means that the same location would be acceptable for standing in the windiest season because winds are stronger at this time. This is considered an acceptable occurrence for the majority of external amenity spaces because other factors such as air temperature and precipitation influence people's perceptions about the 'need' to use seating in the middle of winter. For a large terrace or amenity space, a mix of standing and sitting wind conditions is acceptable provided that any desired seating areas are situated in areas having sitting wind conditions.

466. The assessment tests several configurations:

- Configuration 1: Existing site with existing surrounding buildings;
- Configuration 2: Block 1 of proposed development built, with existing site buildings (e.g. the existing stadium, leisure centre, gymnastics club etc.) demolished and existing surrounding buildings;
- Configuration 3: Proposed development with existing surrounding buildings; and
- Configuration 4: Proposed development with existing surrounding buildings and proposed landscaping scheme and mitigation measures.

467. The assessment identifies that with Block 1 built and the rest of the site demolished (Configuration 2), wind conditions would remain calm with wind conditions ranging from sitting use to strolling use in the windiest season and all locations on and off-site would be suitable for their intended use and safe for pedestrians.

468. The assessment also identifies that with the proposed development, proposed landscaping and mitigation measures in place (Configuration 4), every location both on and off-site would be suitable for the intended use and safe for pedestrians. This can be secured through conditions 14 (landscaping) and 69 (wind mitigation).

Solar glare

469. The tall buildings strategy within SPD Design (2015) requires proposals for tall buildings to not adversely affect the site's surrounds in terms of, inter alia, glare. The ES contains assessment of solar glare.

470. The BRE Guidelines makes the following statement regarding the potential for reflected solar glare on a development:

“Glare or solar dazzle can occur when sunlight is reflected from a glazed facade or area of metal cladding. This can affect road users outside and the occupants of adjoining buildings. The problem can occur either when there are large areas of reflective tinted glass or cladding on the facade, or when there are areas of glass or cladding, which slope back so that high altitude sunlight can be reflected along the ground. Thus solar dazzle is only a long-term problem for some heavily glazed (or mirror clad) buildings. Photovoltaic panels tend to dazzle because they are designed to absorb light.”

471. The BRE Guidelines outline a brief methodology for evaluation of the scale of a solar glare issue: *“If it is likely that a building may cause solar dazzle, the exact scale of the problem should be evaluated...by identifying key locations such as road junctions and windows of nearby buildings, and working out the number of hours of the year that sunlight can be reflected to these points.”* Reflected solar glare (or “solar dazzle”) can only arise when all of the following conditions are met: (i) sky conditions are clear enough for the sun to be visible (ii) the facade material is sufficiently specular (reflective) at the viewing angle of the observer and (iii) the observer’s position and sun position are such that the observer can see a reflection of the sun in the building facade.

472. Solar glare assessments simulate the path of the sun for the entire year around a proposed development in order to establish the locations, times, duration and direction of solar reflections and identify where these may affect sensitive locations, with a particular focus on road users or railways. The sensitive receptors considered with regard to reflected solar glare effects are drivers of vehicles and cyclists on roads surrounding the site.

23 JUNE 2020 PLANNING COMMITTEE

473. There are no quantitative criteria within the BRE Guidelines regarding acceptable levels of solar glare. There is, however, research which suggests that the significance of a glare occurrence is largely dependent upon its angle from the line of sight and the relevance of this with respect to the human field of vision. The ES sets out the following criteria for the scale of effect, based on professional opinion:
- Negligible: Glare angles greater than 30°, as reflections beyond this angle are normally not intense enough to cause glare (CIE), or between 10° and 30° for brief periods of time;
 - Minor adverse: Glare angles between 10° and 30° for long periods of time or between 3° and 10° for a short period of time;
 - Moderate adverse: Glare angles between 3° and 10° for a long period of time; and
 - Major adverse: Solar reflections with glare angles smaller than 3°.
474. Glare angle refers to the angle between a reflection and the driver's line of sight. According to International Commission on Illumination (CIE), glare angles beyond 30° are normally of little significance unless the glare source is of unusual intensity (ie. very reflective glass or tilted rooflights that could reflect intense sunlight from high solar altitudes).
475. Viewpoints were selected as those where a driver faces the proposed development and may need to make a decision; this being sensitive to an instance of distraction/disability glare. Generally, these viewpoints are at the affected traffic intersections or signal locations around the site:
476. Viewpoint V1 - Travelling east on A247, Kingfield Road. Instances of reflection will occur briefly from individual windows between 3° to 10° from the drivers' focal point during spring and autumn between 0500 and 0600 for less than an hour. In addition, there will be reflectance between 10° and 30° degrees from the driver's focal point throughout the year, during the afternoon / evening, approximately between 1400 and 1700. The reflective elements of the façade are broken up to a certain extent and as such, the intensity and frequency of the glare will be further limited. Given the glare is limited to a short amount of time between 3° to 10°, the effects are considered to be minor adverse.
477. Viewpoint V2 – Travelling east on A247, Kingfield Road (multiple views due to signals). Viewpoints V2B and V2C represent views to the two different sets of traffic lights, with Viewpoint V2A looking straight down the road. The traffic light shown in V2C and the view straight ahead V2A indicate brief instances of glare between 10° and 30° degrees 2 hours a day, throughout the year. Viewpoint V2B does show some brief instances of glare between 3° and 10° during the hours of 0500 and 0600 within the spring and autumn months. As the instances of glare are brief and as there will always be a signal visible with no glare between 3° and 10° the reflections visible from viewpoint V2 will result in minor adverse instances of glare of drivers.
478. Viewpoint V3 – Travelling west on A247, Kingfield Road. Viewpoint V3 shows reflectance occurring within 10° and 30° degrees during the hours of 0600 – 0800 throughout the year. The reflective elements of the façade are broken up to a certain extent and as such, the intensity and frequency of the glare will be further limited. Given the glare is limited between 10° to 30°, the effects are considered to be minor adverse.
479. Viewpoint V4 – Travelling north on Westfield Avenue. Instances of reflection will occur for less than an hour during the morning beyond 10° from the driver's focal point during early and late summer. As the glare is limited to a short period of time, it is considered that the glare will result in minor adverse effects.

480. Overall, there will be instances of glare that occur within 30° of the line of view, however, these instances are short-term and intermittent in nature, such that the impact of the development at the affected traffic intersections or signal locations around the site would be minor and not require mitigation beyond the inherent design which breaks up reflective elements of the facades to a certain extent.

Air quality

481. Paragraph 181 of the NPPF sets out that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMA) and Clean Air Zones, and the cumulative impacts from individual sites in local areas and that opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Paragraph 181 of the NPPF also sets out that planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

482. Policy CS21 requires development to be designed to avoid significant harm to the environment and general amenity resulting from noise, dust, vibrations, light or other releases. Policy DM5 states that when assessed individually or cumulatively, development proposals should ensure that there will be no unacceptable impacts on, inter alia, air quality. Policy DM6 states that development that has the potential, either individually or cumulatively, for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas or in areas at risk of becoming an Air Quality Management Area, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures. Policy DM6 states that an air quality assessment will be required for schemes proposing, inter alia, development in excess of 100 dwellings or 10,000 sq.m other floorspace (or equivalent combination) anywhere in the Borough.

483. There are no significant industrial or waste management sources that are likely to affect the proposed development in terms of air quality. WBC has declared two AQMAs for exceedances of the annual mean NO₂ objective. The 'AQMA for Anchor Hill' is located a substantial distance (>4 km) from the application site and, as such, is not considered further within the applicant's assessment. 'AQMA Order 2' covers a small section of Guildford Road to the south of the Constitution Hill junction and to the north of the junction with Ashdown Close; this AQMA is located approximately 570m to the north-west of the application site.

484. Activities associated with the demolition and construction of the proposed development will give rise to a risk of dust impacts at existing sensitive receptors during demolition, earthworks and construction, as well as from trackout of dust and dirt by vehicles onto the public highway. The assessment of effects from dust during demolition and construction has been undertaken in accordance with Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition and construction (2014); the dust emission magnitude is considered to be large for demolition, earthworks and construction, and medium for trackout. Mitigation measures are predicted to ensure that residual effects from construction works would be 'not significant'; this is a standard approach, is considered appropriate and can be secured through condition.

485. In terms of impact to sensitive receptors from construction traffic, across the 6-year construction period the applicant's submissions state that the maximum Annual Average Daily Traffic (AADT) flow, when considering the proposed development and the Egley Road development together, will generate a maximum of 78 Heavy Duty Vehicle (HDV)

23 JUNE 2020 PLANNING COMMITTEE

movements. On the basis that the HDVs will not be routed through any Air Quality Management Areas (AQMA), a detailed assessment of impacts has not been undertaken by the applicant as the number of HDVs is fewer than 100 AADT, which is the trigger for undertaking a detailed assessment. This approach is considered acceptable by the Council's air quality consultant, responding on behalf of the WBC Environmental Health service.

486. The applicant's submissions predict pollutant concentrations at a number of existing sensitive receptors, receptors within the proposed development and receptors within the Egley Road development. The existing receptors include residential properties, schools and nurseries in accordance with the guidance in Local Air Quality Management Technical Guidance (LAQM.TG(16)) on identifying sensitive receptors. In addition, modelled receptors have also been chosen within AQMA Order 2 (Guildford Road), declared by WBC for exceedance of the annual mean nitrogen dioxide (NO₂) Air Quality Objective (receptor modelling heights have been altered depending on whether the receptors are likely to be children or adults, and if they are located at ground, first, second or third floor level; this is considered an appropriate approach by the Council's air quality consultant. Similarly, sensitive receptors at the proposed development have been modelled at differing heights to represent different storeys in the residential blocks. Overall, the selected human receptors are considered to be appropriate to determine the effects of the proposed development on air quality.
487. The impact upon the Thames Basin Heaths Special Protection Area (TBH SPA) has been considered within the applicant's submissions and is set out under the relevant heading of this report.
488. The applicant's submissions contain modelling of nitrogen dioxide (NO₂), and fine particulate matter (PM₁₀ and PM_{2.5}) pollutants of concern relating to traffic, diesel generators and gas-fired plant emissions. Verification of modelled NO_x and NO₂ concentrations has been undertaken in accordance with the guidance in Local Air Quality Management Technical Guidance (LAQM.TG(16)). Modelled nitrogen dioxide (NO₂) concentrations have been compared with concentrations monitored using diffusion tubes deployed by WBC. There is a lack of available monitoring data in the area for fine particulate matter (PM₁₀ and PM_{2.5}) and the adjustment factor calculated for nitrogen dioxide (NO₂) has been used to adjust road traffic contribution to fine particulate matter (PM₁₀ and PM_{2.5}) concentrations; this is considered a suitable approach by the Council's air quality consultants.
489. The main source of energy for the residential element of the proposed development will be air source heat pumps (ASHPs), which will not have any on-site emissions associated with them. The residential element will also include five back-up condensing natural gas-fired boiler plant units (one per residential apartment block) and five emergency diesel generators. With regard to plant emissions, the five back-up boiler plant units have been modelled, including building downwash effects. Energy plant specifications are included within the ES; to ensure the final plant does not give rise to air quality impacts greater than those modelled, the energy plant specifications will be secured through condition. If the final plant design changes from the submitted information further air quality modelling will be required from the applicant. Conditions will also secure that the emergency diesel generators are tested simultaneously (or in the same hour) and restricted to operating twelve hours per year unless an alternative testing regime (including additional air quality modelling in order to ensure that there are no significant adverse air quality impacts) has first been submitted to and approved in writing by the LPA. Selection of background pollutant concentrations and handling of future uncertainty with regard to air quality are appropriately addressed within the applicant's submissions.

490. The applicant's assessment includes the air quality impacts associated with the proposed development in combination with the Egley Road scheme and demonstrates that future air quality conditions at the application site remain acceptable, with pollutant concentrations predicted to be well below the objectives. The assessment demonstrates that the impacts on annual mean PM₁₀ and PM_{2.5} (fine particulate matter) concentrations remain negligible at all selected existing receptors, and concentrations are well below the objectives at all receptors. The official predictions show that annual mean nitrogen dioxide (NO₂) remain below the objective at all receptors. Whilst the sensitivity test shows that concentrations with the proposed development and the Egley Road scheme in operation could be above the objective at receptor E23 (residential property set back from Wych Hill roundabout) and receptor E55 (residential property set back from Mayford Roundabout), such results are based on 'worst-case' assumptions and are in reality unlikely to occur.
491. Appropriate air quality mitigation is listed within the ES, including parameters for boiler plant and actions to minimise dust from the construction phase; these mitigation measures can be secured through conditions. As there are not expected to be significant impacts to air quality at sensitive human receptors, mitigation measures to reduce emissions from road traffic are not required (in air quality terms), although a Travel Plans for both the stadium and residential elements, and the provision of electric vehicle (EV) charging points for both the stadium and residential elements, will nonetheless be secured through conditions, in accordance with SPDs Parking Standards (2018) and Climate Change (2014).
492. Overall, subject to recommended conditions, there will be no significant impacts to existing or proposed sensitive human receptors during the construction or operational phases of the proposed development. The proposal therefore complies with Policies DM5 and DM6 of the DM Policies DPD, and the provisions of the NPPF, in respect of air quality.

External lighting

493. Paragraph 108 of the NPPF advises that by encouraging good design, planning decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. Policy CS21 states that proposals for new development should be designed to avoid significant harm to the environment and general amenity, resulting from, inter alia, light. Policy DM7 states that proposals for external lighting as part of a new or existing development which require planning permission will be permitted where the applicant can demonstrate that the lighting scheme is the minimum necessary for security, safety, working or recreational purposes and that it minimises the pollution of glare or spillage to prevent adverse impacts on nocturnal animals such as bats and water species. Policy DM7 also states that proposals for or including floodlighting will be permitted provided there is no significant harm to the character of the area, to the amenities of the occupiers of residential property or to areas important for nature conservation.
494. Light pollution or obtrusive light can be defined as any light emitting from artificial sources into spaces where this light would be unwanted, such as the needless spillage of light into the night sky or spillage of light into the windows of neighbouring residential properties, where this would cause disruption to the sleeping patterns of the occupants.
495. Chapter 11 of the ES encompasses light pollution, stating that the light spill (with the existing floodlighting on) to the east of the site is generally minimal (<3 Lux) due to the distance from the floodlighting, that levels to the south and west are higher (5-45 Lux), generally driven by the floodlighting and David Lloyd car park lighting in isolated locations. The ES states that light levels to the north are high (up to 25 Lux) and again are driven by the floodlighting with these levels being significantly higher than the 10 Lux suggested in the Institute of Lighting Professionals (ILP) guidelines, although, in the majority of instances, there is dense foliage

between the site and the neighbours which will block much of this light spill and that the floodlighting is only used occasionally so this presents a 'worst case' scenario.

496. The ES states that a full detailed lighting strategy has not been provided although, as the scheme proposes floodlighting in a residential area, an indicative lighting strategy for the floodlighting (which has used an Urbis Schreder OmniBlast Gen2), and to set out principals of lighting for the remainder of the proposed development, has been provided within the relevant technical appendix (Volume 3 of the ES). The floodlighting would be used only occasionally during the evenings and not used after 23:00hrs. The current estimate of use for floodlighting would be for 23 times a year for a 3hr period each time.
497. The suggested acceptable pre-curfew (i.e. pre 23:00hrs) threshold for light spill for exterior lighting installations in Environmental Zone E3, as specified in the ILP Guidelines, is 10 Lux. The indicative lighting strategy demonstrates that it would possible to light the football pitch to the required level and keep light spill well within this threshold for all existing properties. The indicative lighting strategy demonstrates that the proposed residential blocks will see average light spill across their facades within the suggested levels (i.e. 10 lux or below); whilst a small area of facades 11 (Block 5 west 'wing') and 12 (Block 4 east 'wing') would be marginally beyond the 10 Lux level, at 11 Lux, this would be isolated, marginal and will only occur occasionally when the floodlighting is in use, such that these effects are considered acceptable. The detailed lighting strategy – to be secured through condition 45 – would have to cause the same, or less of, an effect than the indicative lighting strategy.
498. Measures are suggested within the indicative lighting strategy to protect residential receptors from excess artificial lighting (including car park lighting, building facade, pathway, circulation, signage and security lighting) as a nuisance to residential receptors, including that all aspects of the detailed lighting strategy are to be designed to reduce light intrusion, glare or light trespass.
499. The Council's lighting consultant (acting on behalf of WBC EH) recommends that a detailed lighting strategy is secured through condition; condition 45 refers, which includes a requirement for a Sensitive Lighting Management Plan to reduce the impact of artificial lighting on nocturnal animals such as bats.
500. Overall, subject to recommended condition, the development would avoid significant harm to the environment and general amenity, including to the amenities of the occupiers of residential property, resulting from light. The proposal therefore complies with Policy CS21, Policy DM7 of the DM Policies DPD, and the provisions of the NPPF, in respect of external lighting.

Contamination

501. Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, remediating contaminated land, where appropriate. Paragraphs 178 - 179 (inclusive) of the NPPF relate to, inter alia, land contamination and advise that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from, inter alia, land contamination, that, after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990, that adequate site investigation information, prepared by a competent person, is available to inform these assessments and that where a site is affected by, inter alia, contamination issues, responsibility for securing a safe development rests with the developer and/or landowner.

502. Policy DM8 of the DM Policies DPD states that proposals for new development should demonstrate that any existing contamination will be addressed by appropriate mitigation measures, 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, that 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 and that 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.
503. The application has been submitted with a Desk Study / Preliminary Risk Assessment (dated November 2019) which determines that the proposed development is unlikely to generate any significant effects associated with land contamination, ground conditions and controlled waters. A number of sources of potential ground contamination have been identified for the site, along with potential sensitive receptors, indicating a moderate to low risk of contamination to the identified receptors. An intrusive site investigation is recommended to confirm the potential risks to receptors. It is likely that the implementation of remediation measures would be required to ensure that the proposed development is suitable for use.
504. The Contaminated Land Officer comments that potential ground contamination sources / issues have been raised and a targeted investigation is required. These measures can be secured through conditions 59, 60, 61, 62 and 63, together with implementation of any required remediation measures. Subject to these conditions the development would comply with Policy DM8 of the DM Policies DPD, and the NPPF, in terms of contamination.

Flooding and water management

505. Paragraphs 155-165 (inclusive) of the NPPF relate to planning and flood risk. Policy CS9 of the Woking Core Strategy states that the Council will determine planning applications in accordance with the guidance contained within the NPPF, that the Council expects development to be in Flood Zone 1 and that the Council will require all significant forms of development to incorporate appropriate sustainable drainage systems (SUDS) as part of any development proposals.
506. The site is located entirely within Flood Zone 1 (low risk). In accordance with Policy CS9 of the Woking Core Strategy and the NPPF all forms of development are suitable in Flood Zone 1. However the Flood Risk Assessment (FRA) submitted with the application identifies that land located within Flood Zones 2 and 3 (medium and high risk, respectively) is located approximately 15m to the north-west. Due to its close proximity to the site, it is necessary to assess the risk of climate change on the flood extents for the operational lifetime (estimated at 100 years) of the proposed development.
507. The FRA sets out that detailed flood data has been obtained from the Environment Agency (EA), and modelled flood extents are derived from the Hoe Stream Flood Alleviation Scheme mapping (Hoe Stream model (Mayford to Wey confluence) (2014)), which identifies that the site benefits from flood defences along the Hoe Stream. The FRA states that, including the impacts of climate change, the flood defences would provide protection for the operational lifetime of the proposed development.

'Worst-case' flood event scenario

508. The FRA also sets out a 'worst-case scenario' for the proposed development (i.e. an undefended 100-year flood event with a 35% allowance for climate change; it is important to

note that this scenario is assuming that all flood defences within Woking were to breach during a 100-year flood event, which is considered to be improbable (whilst a breach in the flood defences protecting the site would result in a lower flood risk to the site compared to an undefended scenario in the absence of breach modelling, the 100 year with 35% climate change allowance level has been used as a conservative measure).

509. During such a flood event, the FRA establishes that the site would flood to a maximum depth of 1m, which would occur in the northern part of the site. The central part of the site would remain dry although some of the southern extent of the site would experience shallow flooding to depths up to 0.2m. All residential development is proposed to be located approximately 1.5m above existing ground level. The lowest residential finished floor level (which is located within Block 1 in the north-west of the site) is 25.5m AOD; this is 480mm above the undefended 100-year event with 35% climate change level and therefore, should this 'worst-case' scenario occur, a safe refuge would be provided within the residential dwellings. Any land uses below this flood level are classified as 'less vulnerable' land uses.
510. Based on the preceding, the FRA demonstrates that the site will be provided protection from flooding by the flood defences along the Hoe Stream for its operational lifetime (assumed to be 100 years). In the very unlikely event of a breach of the flood defences for the 100 years 35% climate change event, then part of the site will be flooded to a maximum depth of 1m however all residential development is located a significant freeboard above this flood level, providing a safe refuge for future occupants.

Surface water

511. In terms of surface water flood risk the FRA identifies that the majority of the site is at very low risk of surface water flooding and that there are only minimal areas with up to a high risk of surface water flooding, within the north-west and southern areas of the site. Areas of surface water flood risk on the site are limited in size and do not appear to constitute any flow paths (i.e. they originate within the site boundary).
512. With regard to surface water drainage in accordance with the NPPF, and Policy CS9 of the Core Strategy, local planning authorities should seek opportunities to reduce flood risk through the appropriate application of sustainable drainage systems (SuDS). A drainage strategy (SuDS) is proposed to ensure that the development does not increase flood risk to the site or elsewhere and, where practicable, reduces flood risk over the lifetime of the development. It should be noted that peak rainfall intensity is expected to increase as a result of climate change and, as such, storage calculations include a 40% increase in rainfall depths in accordance with current climate change guidance.
513. The proposed SuDS for the site includes green roofs, bio-retention areas (i.e. landscaped infiltration areas incorporating tree pits and rain gardens), lined permeable paving and geocellular storage beneath parts of the boulevard and football pitch; these measures will slow down the rate of surface water runoff from the site, which will be controlled by a hydro-brake before discharging into the public surface water sewer, which ultimately discharges to Hoe Stream. The drainage arrangement for the development will limit runoff for all events, up to and including the 100 year plus 40% climate change, to 15 l/s. The drainage strategy is sustainable and will ensure flood risk to neighbouring sites (from surface water) will not increase as a result.

Groundwater

514. The Woking Borough Council Strategic Flood Risk Assessment (SFRA) (November 2015) identifies that the majority of the site is located within an area with "limited potential for

23 JUNE 2020 PLANNING COMMITTEE

groundwater flooding to occur", although the south-eastern corner of the site is within an area with "*potential for groundwater flooding to occur at the surface*".

515. There are no basement levels for the stadium. In the area in which residential Blocks 1, 2 and 3 (which include a lower ground level) are located, groundwater was encountered between 22.22m and 23.26m AOD. The proposed FFL of the lower ground level within these blocks is 22.50m AOD and therefore the lower ground level will be located partially below groundwater level. In the area in which residential Blocks 4 and 5 are located (which include both lower ground and basement levels) groundwater was encountered between 22.87m and 23.16m AOD. The proposed FFL for the basements within these blocks is 20.50m AOD and therefore, they will be located primarily within the Kempton Park Gravel that underlies the site.
516. The lower ground and basement levels within the residential blocks will be used for primarily for parking (and bin and cycle storage); in accordance with Table 2 of the NPPF, such uses are classified as 'less vulnerable' to flooding. The FRA concludes that whilst it is likely that the lower ground level and basement levels of the residential blocks would extend below the anticipated groundwater levels, and that the volume of displaced groundwater may result in a rise in groundwater level locally, it is considered that this would not increase the risk of groundwater emergence at the surface. The FRA concludes that the risk of groundwater flooding affecting the proposed development, and the potential to increase groundwater flood risk, is deemed to be low. The construction of the lower ground and basement levels would remain free from groundwater ingress subject to the incorporation of flood resistant techniques, such as a cofferdam around the perimeter of these levels.

Safe Access/Egress

517. Access/egress to the site is via Kingfield Road to the north and Westfield Avenue to the west. The site will be provided protection via the flood defences along the Hoe Stream for its operational lifetime and therefore safe access/egress is provided via Westfield Avenue. During the worst-case scenario, (i.e. the undefended 100-year flood event with 35% allowance for climate change, Kingfield Road and the northern extent of Westfield Avenue would flood to a maximum depth of 1m; the central area of the site would remain dry.
518. All residential development is located approximately 1.5m above the existing ground level and at least 480mm above the undefended 100-year flood event with 35% allowance for climate change. Therefore, should this event occur, a safe refuge would be provided within all dwellings.

Foul and potable water

519. In terms of foul water, through consultation with Thames Water the applicant has identified the location of foul sewers in the vicinity of the site. Thames Water have confirmed that the local foul sewerage network does not currently have enough capacity to serve the proposed development, and that detailed modelling work, and potential off-site reinforcement, would be required to ensure the necessary improvements are in place prior to first occupation (undertaken at the cost of Thames Water, and only following planning permission (if granted)). It should also be noted that, since the publication of the new connections and development charging rules in April 2018, drainage authorities (including Thames Water) in England are obligated to provide a point of connection and undertake any mitigation or improvement works and network reinforcements, where necessary. Such detailed modelling work, and potential off-site reinforcement, will only be undertaken by Thames Water following planning permission (if granted) and can be suitably secured through 'grampian' planning condition; condition 57 refers.

520. The proposed development will result in an increase in water demand. No consultation response has been received from the potable water provider (Affinity Water) and thus it is considered that there is no issue in this respect.

Conclusion on flooding and water management

521. The Council's Drainage and Flood Risk Engineer, who undertakes the statutory consultee role (for relevant development types) of Lead Local Flood Authority (LLFA) within Woking Borough under local agreements with Surrey CC, has advised that, following a review of the Flood Risk Assessment and Drainage Strategy (including calculations), the information submitted is compliant with Policy CS9 of the Core Strategy, and the NPPF, and approval of the application is recommended on flooding and water management grounds subject to conditions 53, 54, 55 and 56. The Environment Agency have raised no objection to the development subject to condition 58 in relation to foul water.
522. Overall, subject to recommended conditions, the proposed development complies with Policy CS9, and the NPPF, in terms of flooding and water management.

Noise and vibration

523. Paragraph 170 of the NPPF sets out that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of, inter alia, noise pollution. Paragraph 180 of the NPPF sets out that planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

524. Policy CS21 of the Core Strategy states that proposals for new development should be designed to avoid significant harm to the environment and general amenity, resulting from, inter alia, noise. Policy DM3 of the DM Policies DPD states that proposals for the provision of outdoor sport and recreational facilities will be permitted, subject to other Development Plan policies, provided that they will not generate unacceptable activity or give rise to loss of amenity by virtue of, inter alia, noise or other general disturbance. Policy DM5 of the DM Policies DPD states that in areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.
525. For noise generating forms of development, or proposals that would affect noise-sensitive uses, Policy DM7 requires a statement detailing potential noise generation levels and any mitigation measures proposed to ensure that all noise is reduced to an acceptable level, stating that development will only be permitted where mitigation can be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites. Policy DM7 states that in general, the following values will be sought for residential development:

23 JUNE 2020 PLANNING COMMITTEE

- a) Day time (7am – 11pm) 35 dB LA_{eq4} 16 hours in all rooms and 50 dB in outdoor living areas.
 - b) Night time (11pm – 7am) 30 dB LA_{eq} 8 hours and LA_{max5} less than 45 dB in bedrooms.
526. With reference to noise levels in external amenity areas BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings* states that for traditional amenity spaces, such as gardens and patios, it is desirable for noise levels to not exceed 50dB LA_{eq}, with an upper guideline value of 55dB LA_{eq} in noisier environments, although recognises that recommended values are not achievable in all circumstances where development might be desirable, and that in higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels, and other factors, such as the convenience of living in these locations or making efficient use of land resources, might be warranted.
527. BS 8233:2014 states that other locations, such as balconies, roof gardens and terraces, are also important in residential buildings where normal external amenity space might be limited or not available (ie. in flats). BS 8233:2014 states that in these locations, specification of noise limits is not necessarily appropriate for small balconies as these may be included for uses such as drying washing or growing pot plants although the general guidance on noise in amenity space is still appropriate for larger balconies, roof gardens and terraces, which might be intended to be used for relaxation. Achieving levels of 55dB LA_{eq} or less might not be possible at the outer edge of these areas, but should be achieved in some areas of the space. In terms of noise external amenity areas are considered for use during day time (0700 – 2300hrs), as per Policy DM7.
528. In terms of the housing proposed as part of the development Policy DM7 states that in general, the following values will be sought for residential development:
- a. Day time (7am – 11pm) 35 dB LA_{eq4} 16 hours in all rooms and 50 dB in outdoor living areas.
 - b. Night time (11pm – 7am) 30 dB LA_{eq} 8 hours and LA_{max5} less than 45 dB in bedrooms.
529. Occupiers of the new housing will be aware of the football stadium prior to moving to the development. Without appropriate mitigation residents of the new housing may experience unacceptably high internal noise levels during a match day. However the applicants submissions indicate that suitable internal noise levels are likely to be achieved through appropriate glazing specifications, coupled with an appropriate ventilation strategy; conditions 42 and 43 refer, which also set requirements for match-day conditions which are +5dB above those stated by Policy DM7, given that match-day conditions are short-term and temporary occurrences. This has been agreed as appropriate by the Council's noise consultant (acting on behalf of WBC EH).
530. On non-match days the predicted ambient noise levels would range between 36-60dB across all outdoor residential amenity spaces within blocks 1 - 5. The ground and roof level areas serving blocks 4 and 5 would range between 36dB - 50dB. There would be very small exceedances beyond 50dB to the block 1 roof terrace (up to 52dB), the block 2 roof terrace (up to 51dB) and the block 3 roof terrace (up to 51dB) although these areas would all fully comply with the guidance provided within BS8233:2014, which states that for traditional amenity spaces it is desirable for noise levels to be within the LA_{eq} 16hr 50-55dB range. Furthermore it is noted that the relevant section of Policy DM7 is preceded by the words "*in general*". Whilst the ground floor amenity areas within blocks 1 and 2 would experience predicted ambient noise levels between 45-60dB residents of these blocks would have

23 JUNE 2020 PLANNING COMMITTEE

access to the roof terraces which would not exceed 52dB. The 60dB would be a worst case and nonetheless is not greatly in excess of the 55dB recommended by BS8233:2014.

531. Assessment of noise levels during non-match days within the shared outdoor residential amenity spaces at ground and roof levels of each block has been undertaken. Match days have not been assessed by the applicant, stating that they are short-term and temporary occurrences. In this respect the Council's noise consultant (acting on behalf of WBC EH) has recommended a condition requiring the design of amenity spaces for Blocks 1 and 2 to account for crowd noise levels generated by the stadium and pre-occupation mitigation incorporated accordingly (condition 44 refers).
532. The bar and hospitality spaces within the stadium are able to operate multiple times per week and simultaneously; the applicants assessment has been based on them using amplified music within their operation. These areas will remain mechanically ventilated and comfort cooled so that the facade will remain closed when these spaces are in operation. With an appropriate level of sound insulation break-out noise from the building envelope (including music noise) will be below background noise levels such that no significant harm would arise; conditions 38 and 39 refer.
533. Mechanical plant and building services equipment noise will achieve limits which will ensure no significant harm arises; condition 40 refers.
534. Noise and Vibration during demolition and construction can be mitigated, as far as is practicable, through a Noise and Vibration Management Plan (NVMP); condition 37 refers.
535. Overall, subject to recommended conditions, the development would comply with Policy CS21, and Policy DM7, in terms of noise.

Ecology and biodiversity

536. The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. Circular 06/05 – Biodiversity Geological Conservation also requires the impact of a development on protected species to be established before planning permission is granted and in relation to habitat types of principal importance to assess the impact of development on these as part of the planning application process. This approach is reflected in Policy CS7 of the Core Strategy.
537. The ES contains a Preliminary Ecological Appraisal (PEA), comprising a Phase 1 habitat survey, protected species assessment and ecological evaluation (dated November 2019). The ES also contains a bat surveys report and a great crested newt survey report (both dated November 2019).
538. The PEA identifies that the site comprises an existing football club, buildings associated with the football club and gym and leisure facilities, semi-detached and detached residential dwellings (circa 23% buildings), hardstanding (circa 50%), scrub and introduced shrub (circa 8% combined), amenity grassland (circa 18%) and scattered trees.
539. The PEA identifies that the site is not subject to any statutory or non-statutory nature conservation designations and that there are statutory designated sites within a 2km radius, the closest being White Rose Lane Local Nature Reserve (LNR), located approximately 815 metres to the east. The nearest non-statutory designated site, Hoe Stream Site of Nature Conservation Importance (SNCI), is located approximately 30m north-west.

23 JUNE 2020 PLANNING COMMITTEE

540. The PEA identifies that the habitats present within the site are considered to be of site value only as they are unlikely to support any rare species, or diverse assemblages or large populations of any noteworthy species.

Bats

541. The PEA identifies that the majority of existing buildings on the site are constructed of profile metal sheeting and other materials which do not offer any potential features for roosting bats. Four buildings with potential features with suitability to support roosting bats on the site are identified (Buildings 10, 11, 12 and 16). The majority of the scattered trees on the site are semi-mature and no trees were noted with any features suitable to support roosting bats. The PEA identifies that the majority of habitats present on the site would not provide foraging opportunities with bats within the local area, with such areas being restricted to the areas of introduced shrub and scattered trees on the boundaries of the site and the area of scrub between the buildings.
542. A bat surveys report is also contained within the ES, containing the results of preliminary roost assessments of buildings 10, 11, 12 and 16 undertaken on 4 June 2019. The report identifies that building 10 had low potential to support roosting bats, that one emergence survey was required on this building, and that the two sheds (buildings 10a and 10b) had no potential roosting features recorded. The report concludes that building 11 had low potential to support roosting bats, that one emergence survey was required on this building, and that the two external structures (buildings 11c and 11d) had no potential roosting features recorded. The report concludes, given the overall good condition of building 12, limited suitable access points into the building and that the very small area of lifted lead flashing was unlikely to lead anywhere, that building 12 has negligible potential to support roosting bats, and no further survey work was required on this building. The report concludes that building 16 was assessed as having moderate potential to support roosting bats, and further survey work was required on this building, in the form of one evening emergence and one dawn re-entry survey.
543. The report sets out that an emergence survey was undertaken on 8 July 2019 (between 21:03 – 22:48 hrs), and a dawn re-entry survey undertaken on 2 August 2019 (between 03:58 – 05:43 hrs), with no roosting recorded within any of buildings 10, 11 or 16 during these surveys, such that roosting bats are considered likely absent from the site. The surveys established that the site provides a function as a foraging and commuting resource used by at least three species of bat; common pipistrelle, soprano pipistrelle and noctule. The report concludes that the proposals include the retention of existing trees on the boundaries of the site and therefore it is considered that the proposed development will not result in the loss of commuting and foraging habitat for bats and there is not considered to be any significant impacts on roosting, commuting and foraging bats at the site level.

Great crested newt

544. The PEA identifies that there are no water bodies on the site and suitable terrestrial habitats for great crested newt are restricted to the boundary hedgerows and areas of shrub and introduced shrub. There is a large pond located approximately 30 metres from the eastern site boundary, surrounded by terrestrial vegetation, and which has potential to support breeding great crested newts.
545. A great crested newt survey report is also contained within the ES which identifies that the results of the Habitat Suitability Index Assessment indicate that the large pond, located approximately 30 metres from the eastern site boundary, has low suitability to support great crested newt. The report also identifies that this pond returned a negative result for the

23 JUNE 2020 PLANNING COMMITTEE

eDNA analysis, indicating that great crested newt is likely to be absent from the off-site pond. The report therefore concludes that no further survey or mitigation is required for this species.

Reptiles

546. The PEA identifies that there are not considered to be any suitable habitats for widespread reptile species including grass snake, slow worm and common lizard and the habitats on site considered suitable to provide refuge for reptiles are limited to the area of bramble scrub and introduced shrub on the boundaries of the site, which are small and isolated by unsuitable habitats such as hardstanding and amenity grassland. The PEA states that further reptile surveys will therefore not be required, but precautionary working practices must be adopted to ensure legal compliance for widespread reptile species. This can be secured through condition 48.

Breeding birds

547. The PEA identifies that the scrub, introduced shrub and scattered trees on the site all have potential to support breeding by widespread bird species including blackbird, great tit, blue tit, and wood pigeon although there were no suitable features to support nesting birds on any of the existing buildings. The PEA states that vegetation removal should therefore take place September to February inclusive, which is outside of the main bird breeding season. Where removal outside the nesting season is not possible the PEA identifies that a check for nesting birds prior to vegetation clearance must be undertaken by an experienced ecologist and, if any nests are found, the nests must be protected until such time as the young have left the nest. This can be secured through condition 47.

Badger / Mammals

548. The PEA states that an active mammal hole was recorded on the site, although the prints outside the entrance to the hole were characteristic of domestic cat and the hole did not have the characteristic shape of a badger sett hole. The PEA identifies that potential foraging areas for badger would be limited to the areas of introduced shrub and amenity grass although no signs of badger such as latrines, runs or signs of foraging were recorded on the site. The PEA concludes that given the lack of definitive field evidence for this species and the relatively isolated location of the site, with fences on the boundaries of the site, it is unlikely that the site supports badger.
549. The PEA identifies that measures must be taken to avoid killing or injuring mammals (ie. fox, rabbit, hedgehog) as detailed in the Wild Mammals (Protection) Act 1996. These can be secured through condition 48.

Invasive species

550. The PEA records no invasive species listed on Schedule 9 of the Wildlife and Countryside Act on the site.

Conclusion on ecology and biodiversity

551. Surrey Wildlife Trust (SWT) recommend that an appropriately detailed landscape and ecological management plan (LEMP) and a Sensitive Lighting Management Plan (to avoid adverse impact upon bats), should be submitted and approved in writing by the LPA; these provisions can be secured through conditions 49 (biodiversity enhancements), 50 (LEMP)

23 JUNE 2020 PLANNING COMMITTEE

and 45 (lighting). SWT also recommend that development should proceed in a precautionary manner that will avoid the killing or injuring of any individual reptiles that may be identified during development (condition 48 refers).

552. Overall, subject to recommended conditions, the approach to ecology and biodiversity is considered to be acceptable, with the development avoiding adverse impact upon biodiversity and protected species. The proposed development complies with Policy CS7 of the Woking Core Strategy (2012) and the NPPF in terms of ecology and biodiversity.

Arboriculture

553. Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by, inter alia, recognising the benefits of trees and woodland. Policy CS21 of the Core Strategy states that proposals for new development should, inter alia, incorporate landscaping to enhance the setting of the development, including the retention of any trees of amenity value, and other significant landscape features of merit, and provide for suitable boundary treatment/s. Policy CS24 of the Core Strategy states that development will be expected to, inter alia, protect and encourage the planting of new trees where it is relevant to do so. Policy DM2 of the DM Policies DPD provides a number of more detailed criteria necessary to maintain existing trees and landscaping and related features and secure new provision in development schemes.
554. An Arboricultural Impact Assessment (AIA), including a tree survey and tree retention and removal plan, has been submitted with the application. No trees located adjacent to, or within the application site are subject to Tree Preservation Order (TPO) or Conservation Area (CA) restrictions.
555. The following table provides a summary of those trees likely to be affected by the proposed development, and their relevant quality assessment categories. T represents an individual tree, G a group of trees, and G (%) the partial removal of a group of trees (including the approximate percentage of canopy area which will be removed from that group):

Impact	Reason	Cat A – High Quality	Cat B – Moderate quality	Cat C – Low quality
Trees to be removed	Located within development footprint	-	T6, T12, T55, T56, T58, G11, G17 (30%)	T5, T7, T8, T9, T10, T11, T13, T14, T15, T33, T34, T46, T47, T48, T49, T50, T51, T52, T53, T54, T57, T59, T60, T61, T64. T66, G1, G4 (35%), G7 (40%), G10, G12, G13, G14, G16 (85%), G18, G19, G20 (40%), G21 (35%), G22 (15%)
	Health and safety	T67, T68		
Trees which could sustain damage to Root Protection Area (RPA)	Excavation for new hardstanding	T2, T3, T4	T27, T29, T45, T65, G5, G17	T25, T26, T30, T31, T32, 35, 38, 39, 40, T41, T42, T43, T44, G3, G4, G9
	Excavation for	T3, T4	T45, T65	T41

23 JUNE 2020 PLANNING COMMITTEE

	foundation			
	Soil compaction through construction traffic access	T1, T2, T3, T4	T45	T34, T35, T36, T38, T39, T40, T41, T42, T43, T44
Trees which could sustain damage to stem or canopy	Impact by construction traffic	T1, T2, T3, T4	T45, T65	T34, T35, T36, T38, T39, T40, T41, T42, T43, T44, T64, T66, G19, G20, G21
Trees to be pruned	Access facilitation	-	T45, T58, T65, G17	T64, T66, G20, G21

556. As can be seen the vast majority of trees, and groups of trees (in some cases partial groups), to be removed consist of Category C trees (low quality) such that their removal, or partial removal, is not considered to represent a significant impact to public visual amenity. Whilst the removal of Category B trees (moderate quality) would represent an impact to public visual amenity the submitted landscaping plans show significant new tree planting, further details of which would be secured through planning condition. Specialist tree protection measures, and specialist methods of excavation and construction inside Root Protection Areas (RPA) of retained trees, secured through a detailed Arboricultural Method Statement (AMS) (condition 52 refers), would reduce the potential for retained trees to sustain damage to stem, canopy or Root Protection Area (RPA).
557. The Arboricultural Officer comments that in principle the proposal is considered acceptable, with the most significant trees being retained. Whilst the Arboricultural Officer does express some concerns with the construction in close proximity to the trees at the front of the site (i.e. north), they comment that such concerns should be overcome with a site specific Arboricultural Method Statement (AMS), to be secured through condition 52. The Arboricultural Officer raises no concerns with the principle of the landscaping scheme, although comments that further details will be required through condition (condition 14 refers).
558. Overall the approach to arboriculture, and new tree planting through proposed landscaping, is considered to be acceptable, retaining the most significant trees and providing new tree planting as part of the development. The proposed development complies with Policies CS21 and CS24 of the Core Strategy (2012), Policy DM2 of the DM Policies DPD (2016) and the NPPF in terms of arboriculture.

Sustainable construction requirements

559. Policy CS22 reflects the carbon reduction targets as:

All new residential buildings should be 19% improvement in the Dwelling Emission Rate (DER) over the Target Emission Rate (TER) as defined in Part L1A of the 2013 Building Regulations

560. New non-residential developments of 1,000 sq.m or more (gross) floor space are required to comply with BREEAM 'Very Good' standards (or any future national equivalent), while all new developments should consider the integration of Combined Heat and Power (CHP) or other forms of low carbon district heating in the development.
561. SPD Climate Change (2013) provides more detailed guidance.

562. The application has been submitted with an Energy Strategy report (dated November 2019), which states that the residential element of the proposed development will achieve a 26.4% reduction in regulated carbon dioxide emissions over the Part L 2013 compliance target, in excess of the 19% target. The report states that these reductions will be achieved through the implementation of passive design (such as efficient fabric to reduce heating and cooling demand), energy efficiency measures (such as energy efficient lighting), together with the provision of heating through Air Source Heat Pumps (ASHP) for the residential element of development.
563. The Energy Strategy report states that the measures listed will ensure the non-residential element of the proposed development will achieve BREEAM 'Very Good' rating, in line with Policy CS22, with ASHP proposed to provide hot water and space cooling to occupied spaces for the stadium.
564. Policy CS23 encourages, but does not mandate, the use of Low Zero Carbon (LZC) technologies to include evidence based reasoning for the use or disregard of LZC technologies. The Energy Strategy report appraises differing types of LZC including hydrogen technology, tri-generation, CHP, photovoltaics (PVs), ground source heat pumps, wind power, solar thermal, and biomass, concluding that the required carbon emissions savings are best achieved through ASHP technologies. The use of CHP has been considered within the Energy Strategy report however there are no existing, planned or potential networks in the area, with the distance between the site and the CHP network in Woking Town Centre making connection to that network technically unfeasible. The report states that a new CHP unit will have a detrimental impact on the air quality of the area and the potential to use a CHP unit to produce heat and power has been excluded.
565. The Energy Strategy report states that during the next stages of detailed design (i.e. subject to planning permission being granted), further improvements to the residential systems will be investigated to provide further carbon emissions reductions.
566. The Sustainability Strategy report states that the residential dwellings will achieve a maximum water use of no more than 110 litres per person, per day and that non-residential elements of the proposed development will incorporate water efficient fittings in line with BREEAM standards to reduce water consumption.
567. Overall the details within the Energy Strategy and Sustainability Strategy reports demonstrate compliance with the relevant requirements of Policies CS22 and CS23 of the Woking Core Strategy (2012) and SPD Climate Change (2013). Conditions 65, 66, 67 and 68 can secure the requisite sustainable construction requirements.

Socio-economic effects

568. The effects of the proposed development on employment and economic activity, housing provision, leisure provision, retail provision, primary healthcare, education and open space are considered in Chapter 6 of the Environmental Statement (ES). This report is only intended to provide a summary/planning assessment of the application and therefore it is not necessary to replicate all of the information provided in this section of the Environmental Statement here.
569. The effects of the proposed development, in terms of employment and economic activity, housing provision, leisure provision, retail provision and open space have been previously considered within this report.

23 JUNE 2020 PLANNING COMMITTEE

570. The baseline figures within the ES show that the average ratio of registered patients per GP (across the 9 GP practices identified in the baseline) is 2,471, which is significantly above the benchmark list size of 1,800 patients per FTE GP. If the additional residents (up to 2,140) and workers (up to 50), anticipated to be supported by the proposed development, were to register with the GPs assessed in the baseline, the additional residents and workers would require an extra 1.2 FTE GPs under the 1,800 patients per GP guideline. In this case, the ratio of patients to GPs would rise by 3% to 2,543 patients per FTE GP for practices identified in the baseline.
571. However, the proposed development contains an area of floorspace with the potential to create an additional GP practice, alongside other primary healthcare supporting uses. Although NHS funding available for the creation of an additional GP practice is at this stage unknown, this area of floorspace would provide capacity for the creation of a surgery to service demand significantly greater than that generated by the proposed development. No consultation response has been received from the relevant consultee (i.e. local Clinical Commissioning Group (CCG)) however, in planning/land use terms, the proposed development makes provision for the creation of an additional GP practice, alongside other primary healthcare supporting uses.
572. It is estimated that there would be 195 children living at the proposed development who may require primary school places. As set out in the 'Baseline' section of Chapter 6 of the ES, there are currently 9 primary schools (excluding all-through schools) within 2.6km of the site, with a total capacity of 34 places. The additional primary-age children estimated to be residents at the proposed development would, therefore, result in a net deficit of up to 160 primary school places, in the 'worst-case' scenario, in which each attended primary school is within a 2.6km radius. However, as presented within the 'Baseline' section of Chapter 6 of the ES, the demand for primary school places is anticipated to fall in the near future. This factor, alongside an anticipated expansion of primary school places aids in reducing the scale of the effect at the point at which primary-age children are anticipated to be resident within the proposed development.
573. It is estimated that there would be 60 secondary-age children living in the proposed development. As discussed in the 'Baseline' section of Chapter 6 of the ES, there are currently 6 secondary schools within 5.6km of the site. If all the secondary-age children at the proposed development are assumed to go to these schools, total capacity would reduce from 432 to 372 which would reflect a 'worst-case' assessment as not all secondary-age children resident at the proposed development would be likely to attend these 6 schools.
574. The applicant will be required to pay Community Infrastructure Levy (CIL) as part of the development proposed. WBC's Regulation 123 List and Infrastructure Development Plan (IDP) identifies that £16,088,227 of the CIL contributions collected in the Borough (c. 30%) will go towards funding committed education provision projects between 2012 and 2022.
575. The purpose of CIL contributions is to offset the negative impacts on existing local infrastructure (as a result of anticipated new development coming forward in an area) by identifying and making provision for funding of key infrastructure provision, to help support the regeneration of an area and the resulting increase in demand on existing social facilities. CIL funds collected by WBC will assist in funding the provision of new infrastructure, including for primary and secondary education (i.e. infrastructure as identified in the Regulation 123 List and IDP).
576. The proposed development would be delivered in phases and the planning conditions, and requirements of the Council's Executive Undertaking, would ensure that the Woking Gymnastics Club and David Lloyd Centres would not be demolished before they have been

re-provided and are available for use. This approach would minimise the disruption to users of these facilities.

577. The application has also been the subject of consultation with other local facility providers but no consultation responses have been received from any of the emergency services (except the Police Crime Prevention Design Advisor) or from the local Clinical Commissioning Group (CCG). No objection is raised to the application in this regard.

Community Benefit

578. Woking Football Club (WFC) has been part of the Borough since 1889, with the existing stadium their home ground since 1922. Determining the value of a football club to a community is difficult; not everyone has an interest in sport, and those that do may not have an interest in football. Nonetheless WFC is an important element of the cultural heritage of Woking.
579. Development of a new stadium would be part of a process of regeneration for this site and allow WFC to maintain and enhance its cultural role. The proposal would enable its sporting element to become further embedded, while widening the scope of facilities it offers beyond football and sport in general.
580. WFC is the highest profile sporting team in the Borough and provides an identity, adds character and provides distinction to the Borough. Football stadiums form a part of general cultural, and sporting, heritage, as well as being a focus for civic pride, regenerative growth and community projects. A key means for engaging with the local community is through a club's stadium; a football stadium is often the location for a number of community schemes and clubs are often the vehicles through which many social projects choose to achieve their aims. Footballs appeal, particularly to young people, the stimulating environment of football stadiums and the role models that players often provide are a means of addressing social, health and education problems.
581. The importance of sport, and community facilities, in developing sustainable, healthy and cohesive communities is emphasised in planning policies at all levels. At a national level the NPPF includes the promotion of healthy communities, stating that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.
582. WFC state that the existing stadium detracts from the matchday experience, particularly given competition from other contemporary leisure and recreation facilities including other football stadiums, limiting opportunities to attract new supporters and retain existing ones.
583. WFC state that the proposed stadium would provide opportunities to ensure greater financial security through generating additional income from sponsorship, advertising and stadium naming rights, corporate hospitality and enhanced catering facilities, the rental of retail and other commercial units and potentially stadium tours, as well as potentially increased attendances.
584. WFC state that a new stadium would also enable the Club to enhance and expand the community work carried out by the Club, particularly through Cardinals in the Community, Sports Chaplaincy UK, Junior Cards, the Cards Trust and the Woking FC Academy. The Club state that WFC is a unique community Football Club; that Cardinals in the Community has over 25 projects covering mental health, dementia, the elderly, marginalised youth, general health, wellbeing, Junior Citizens, schools, charities, youth clubs, girls and ladies

23 JUNE 2020 PLANNING COMMITTEE

football, internships and the academy, and that, nationally, in eight years Woking FC has been Community Club of the Year four times and won numerous other awards.

585. The new stadium would facilitate an increase in the community impact and benefits of WFC, and the community work carried out by the Club through the provision of new, larger and improved facilities, which will increase its profile and accommodate its expansion. A new stadium would make a significant contribution to the regeneration of the site, local pride and culture, as well as facilitate the delivery of initiatives that support community cohesion and greater social inclusion.

LOCAL FINANCE CONSIDERATIONS

586. As the proposed development includes the provision of additional residential accommodation the development is liable for financial contributions under the Community Infrastructure Levy. The CIL Regulations 2010 (as amended) enable the existing floorspace to be demolished to be taken into account. In addition the CIL Regulations also enable a developer to claim social housing relief where the specific definitions as set out in the CIL Regulations are met, such that any dwelling subject to social housing relief exemption would not be liable for CIL. In accordance with the CIL Regulations the claiming of social housing relief only occurs after planning permission has been granted.
587. At this stage it is not possible to conclude whether the proposed development/developer will be eligible for social housing relief under the CIL Regulations 2010 (as amended) for some or all of the proposed affordable housing. In the event that social housing relief is not claimed the CIL amount for the proposed development is expected to be around £12,831,734 (£12.8 million). In the event that social housing relief is able to be claimed by any developer the CIL amount for the proposed development is expected to be around £8,233,298 (£8.2 million).

CONCLUSION

588. Section 4 of the NPPF (Paragraph 38) 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 (Paragraph 117) states that 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. 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 large scale developments such as in this instance.
589. The application raises numerous planning issues for consideration. This assessment has taken into account relevant Development Plan policies, the NPPF, information in an Environmental Statement.
590. The issues considered relate to both the stadium and the housing, with the application attracting widespread public interest with large numbers of submissions for and against it. The driving objective of the application is the provision of a new stadium for WFC, with their existing stadium being outdated and lacking in facilities. The current stadium limits opportunities to generate match day income from hospitality and sponsors, and to attract and retain new supporters, all of which would put assist in putting the club on a more sustainable financial footing.

23 JUNE 2020 PLANNING COMMITTEE

591. Emerging Site Allocations DPD Policy UA44 provides in principle support for a new or enhanced stadium. The new stadium would be key in helping to meet the club's longer term goals for financial and sporting success, and promotion to League 2, and would also enable the Club to enhance and expand the community work carried out by the Club, particularly through Cardinals in the Community, Sports Chaplaincy UK, Junior Cards, the Cards Trust and the Woking FC Academy.
592. The impacts of the proposal are considerable and wide-ranging. The proposed football stadium with ancillary and other facilities, and the new housing, would completely transform the site, providing a major regeneration opportunity. This would make a major positive contribution to the strategic objectives of the Development Plan, to promote the redevelopment of previously developed land, including for housing and employment opportunities.
593. Redevelopment of the site, which is previously developed land, with a mixed-use scheme of 1,048 homes, a replacement football stadium and retail, community and commercial uses provides a major opportunity to enhance economic activity and employment for both the construction and operational phases of the development. The demolition and construction phase is expected to provide the equivalent of 220 FTEs (full time equivalent) jobs annually over the course of the entire demolition and construction phase with the proposed development overall expected to support a total of 330 net additional FTE jobs, a major positive impact for economic activity and employment within the Borough. The housing residents would provide an estimated total spend of £18.1 million a year, creating an additional 285 FTE jobs, again a major positive impact for economic activity and employment within the Borough. Additional football spectator spend generated per year is estimated to be £1.6 million.
594. Other major issues relating to impacts from the proposal on the environment during construction, and on both match days and non-match days are acceptable, subject to the recommended planning obligations (secure through Executive Undertaking) and conditions.
595. Construction traffic is potentially disruptive given the scale and duration of the works, though it would not impact significantly on the local highway network, and conditions relating to appropriate routing and management will minimise impacts. As the proposal includes a large stadium with ancillary uses, other non-residential uses and 1,048 dwellings, it would clearly result in additional use of nearby public transport and traffic. The site is located in an area with a good number of public transport options available for use, including bus and rail services, and is within walking distance of Woking Town Centre and Westfield and Kingfield. The non-residential elements of the development look to maximise use of sustainable transport modes, by limiting stadium parking and encouraging walking, cycling and use of public transport. Residential parking would comply with SPD Parking Standards (2018), and travel plans would be secured through Executive Undertaking for match and non-match days in order to promote sustainable modes of transport. Whilst the County Highway Authority had concerns with the results of modelling of two of the junctions, rather than increasing capacity at these junctions for vehicles, the County Highway Authority has agreed with the applicant that pedestrian safety improvements were more necessary; these off-site improvement works (a zebra crossing for the Westfield Road/Kingfield Road junction and more minor pedestrian crossing improvements for the Kingfield Road/Vicarage Road/High Street roundabout) will be secured through the Executive Undertaking.
596. The use of public transport on match days will help minimise impacts on the road network, and though there will still be some additional car journeys on local roads which will result in some increased delays, these are not significant. Measures to discourage car use such as match-day TROs may be implemented, subject to consultation of local residents (with such

23 JUNE 2020 PLANNING COMMITTEE

consultation funded by the applicant). Management of spectators will be necessary to minimise disruption (particularly for higher attendance matches) and this is proposed in the Event Management Plan, with various mitigation measures secured by conditions and Executive Undertaking. Whilst there would still be disruption and inconvenience, as is inevitable with large spectator venues/attractions, these would be temporary impacts capable of management. These effects are not so significant that they would harm living conditions or the amenity of the local area to a degree which would warrant refusal of the application, particularly given that a football stadium is already present on the site.

597. For non-match days, the assessment shows the local highway network, and public transport network, is capable of accommodating the additional demand generated by the development, though a contribution for additional bus services is required.
598. Effects on the vast majority of neighbours to the site are on balance, acceptable with mitigation provided through conditions to limit impacts from the uses proposed, including noise and external lighting to all neighbouring properties. Whilst there would significantly harmful impacts, by reason of overbearing effect and loss of privacy, to two neighbouring properties (No.2 Westfield Grove and Penlan, Kingfield Green) these impacts must be balanced against the wider benefits of the development of the site. Given the nature and scale of the development, and the number of properties neighbouring the site, these harms are limited in the overall context of the development and number of neighbours and are not considered to warrant refusal of the application based on the wider benefits of the development. Some neighbouring properties would experience noticeable loss of daylight, which in some cases would be moderately harmful (Elm View / Cobbles, Kingfield Rd, No.2 Westfield Grove, Beech House and Hazel House (both in Sycamore Avenue)), although the impacts on daylight to these properties has been minimised and would not be so significant to warrant refusal of the application based on the wider benefits of the development and the particular circumstances of some of the affected properties.
599. With the mitigation recommended and to be secured through conditions, environmental conditions are acceptable for the uses proposed, including new housing. The proposed housing would make a very significant contribution to the Borough's supply of new housing.
600. The proposed development includes 44.66% affordable housing, with 468 affordable dwellings being provided on the site, comprising 277 dwellings in the rented tenure (social and affordable) and 191 dwellings at intermediate level (i.e. shared ownership). Obligations within the Executive Undertaking would require all 468 affordable dwellings to be constructed and capable of occupation before any market dwellings are occupied. The provision of this level, and quantum, of affordable housing represents a public benefit which weighs heavily in favour of the application.
601. The stadium building, which by its very nature is large and must be functional, and which emerging Development Plan policy allocates on this site, would exhibit a high quality of design which would add a distinctive structure to the area although with surrounding buildings limiting significant views. The development will enhance and create new public realm, improving links between the site and its surrounds, helping to create areas of new neighbourhood and complementing the new community infrastructure.
602. Whilst the proposed development would differ from its suburban surroundings - on this site, this has generally been the case. Due to its extensive size the site has the capability to provide its own environment, and thus its own character. As the NPPF states in paragraph 127, being "sympathetic to local character" is not to prevent or discourage "appropriate change".

23 JUNE 2020 PLANNING COMMITTEE

603. The magnitude of change to the built form will be high, as the proposal introduces buildings of a greater scale, height and bulk than the existing development. However the heights of the residential buildings have been designed to maximise the potential of the site in appropriate locations, such as those forming focal points and in locations generally away from the boundaries to existing development. The height of all residential buildings would vary, with residential blocks 1 and 2, which would front Westfield Avenue, varying in height considerably. Where they occur the taller building heights are elements of a carefully considered and designed scheme.
604. The height of the buildings would optimise the reuse of brownfield land and economic potential, aiding in legibility of the townscape and acting as landmarks that help identify a point of civic or visual significance such as a football stadium.
605. It is acknowledged that an appeal was recently dismissed (on 27 March 2020) at 9-13 Poole Road, a site on the edge of Woking Town Centre, for a 17 storey building (LPA Ref: PLAN/2018/0633, Appeal Ref: APP/A3655/W/19/3229047). The Poole Road development was for a single building of 17 storeys, and therefore taller than this proposal. A key consideration in this proposal is that a cluster of new buildings are proposed, with this development thus representing the entire redevelopment of a very large application site, and its comprehensive master planning to create a distinctive new neighbourhood. Whilst the proposed development would differ from its suburban surroundings - on this site, this has generally ever been the case. Due to its extensive size the site has the capability to provide its own environment, and thus its own character.
606. Mitigation for impacts arising from height and bulk includes detailed, quality design. However if Members consider that such mitigation has not fully addressed impacts arising from height and bulk Members will need to consider whether these are offset or outweighed by other beneficial aspects of the whole development, in particular the creation of a new townscape comprising provision of a new stadium with its associated community benefits and a significant amount of new housing within a sustainable location within the Urban Area.
607. The proposed development would result in no direct effect upon any built heritage asset and would not be harmful to the setting (an indirect effect) of any statutory listed building or Conservation Areas (designated heritage assets). Whilst the development would result in indirect effects to the settings of some locally listed buildings such effect would not cause any harm to the significance of such non-designated heritage assets.
608. The development would include the creation of new public realm, paving, street tree planting, lighting and pathways which will enhance the permeability of the area. The stadium and housing meet relevant targets for energy efficiency and carbon deduction, contributing to mitigation of climate change. Pedestrian safety improvements would be delivered including a new zebra crossing close to the Westfield Road/Kingfield Road junction, and more minor pedestrian crossing improvements at the Kingfield Road/Vicarage Road/High Street roundabout.
609. Taking all these matters into account, balancing the social, environmental and economic benefits of the development against the residual harm, approval is recommended subject to conditions and Executive Undertaking to safeguard the details of the development, secure mitigation measures and secure delivery of the stadium, medical centre and affordable housing before any of the market housing is occupied. The extensive range of positive impacts, which are considerable in their public benefit, including those that would follow from helping to meet the club's longer term goals for financial and sporting success, and promotion to League 2, the provision of a large number of new dwellings, including 468 affordable dwellings, new employment, new investment and spending in the area, and the

23 JUNE 2020 PLANNING COMMITTEE

opportunity for the Club to enhance and expand its community work, particularly through Cardinals in the Community, Sports Chaplaincy UK, Junior Cards, the Cards Trust and the Woking FC Academy, are considered to provide significant public benefits, which cumulatively are considered to outweigh the harm.

EXECUTIVE UNDERTAKING REQUIREMENTS

- Block One - being 191 dwellings - to be Shared Ownership affordable dwellings.
- Block Two - being 277 dwellings - to be rented affordable dwellings.
- Blocks One and Two to be constructed and capable of occupation before any other residential dwellings within Blocks Three, Four and Five are occupied.
- Restriction on occupation of no more than 606 dwellings (which must include Blocks 1 & 2) until the replacement stadium construction is complete and capable of use for its intended purpose(s), including the medical centre and retail / flexible use areas being constructed at least to 'shell and core' level.
- Travel plan – requirements as follows:
 - submit a travel plan for the stadium and a travel plan for the remainder of the development to the Council for approval prior to the first occupation of the relevant building(s);
 - to implement the approved plans prior to the first occupation of the relevant building(s); and
 - pay a travel plan monitoring contribution.
- Highway works – requirement to enter into S278 agreement(s) to secure the carrying out of highway works required by the Highway Authority, including:
 - Improvements to the Site Access Junction to Woking FC stadium (Kingfield Road);
 - Works to provide access to the undercroft car parks from Westfield Avenue in two locations;
 - The provision of a pedestrian crossing on Westfield Avenue, close to the Westfield Avenue / Kingfield Road Junction;
 - Improvements to the pedestrian environment at Vicarage Road / High Street / Kingfield Road Roundabout.
- A bus services contribution to provide the following:
 - A 20 minute frequency service between the site and Woking town centre and Guildford, with 3 buses per hour operating in each direction. The hours of operation would be 6am – 7pm, Mondays to Saturdays (inclusive), with a reduced level of service after 7pm. The level of service on Sundays would be less, but still enhanced from the existing arrangement to better than 1 bus per hour.
 - On matchdays, duplicate bus services between Woking rail station and the site to provide 'appropriate capacity'. Pre-match, a duplication of all Max 34 services (including the diverted Max 35 i.e a 20 minute frequency service) operating for circa 90 minutes prior to the match and 60 minutes after a match. For example, for a Saturday 3pm kick-off, all services operating and serving the site between 1:30pm – 2:45pm and 4:30pm – 5:30pm would be

23 JUNE 2020 PLANNING COMMITTEE

duplicated. For a 7:45pm kick-off, it would be 6pm – 7:30pm and 9:15pm – 10pm.

- Provision of a minimum of 15 car club spaces and vehicles within the development, a car pool database, and the provision of an electric fold-up bike with every apartment.
- Prior to the first occupation of the 469th dwelling the mobility Hub, with café, workspace, micro-consolidation centre, a cycle hub, and Community Concierge Team and associated personalised travel planning service, shall be constructed and capable of use for its intended purpose(s). Thereafter the building and its service(s) shall be permanently maintained for the lifetime of the development.
- The funding of consultation and implementation of Traffic Regulation Orders (TRO's) to manage parking on local streets.
- All residential parking spaces to have passive electric charging ability at first occupation of the relevant building(s) with the first occupiers of each dwelling to be able to elect for active electric charging ability, which shall thereafter be provided within one month of first occupation of the relevant dwelling.
- Goldev Woking with Woking Borough Council will put a strategy in place which provides for the participation in the process and selection of a permanent public work of art which is integral to the Development and permanently affixed to the Site, the precise nature of the work of art and its location on the Site to be approved by the Council prior to First Occupation with an agreed maximum cost.
- Strategic Access Management and Monitoring (SAMM) contribution in line with the Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy tariff (including index linking based on RPI annual inflation).
- The new Stadium will be completed within two years of start on site and at this present time, WFC will vacate May 2022 and return May 2024. If the planning approval is delayed then the date of vacant possession will be delayed until the following May 2023 or later if needed, so a clear two year period is available to allow the new stadium to be constructed, while WFC ground share at a different location.
- The Woking Gymnastics Club building shall not be demolished until such time as a replacement building has been constructed and is capable of use for its intended purpose(s) on an alternative site.
- The David Lloyd facilities shall not be demolished (or otherwise made incapable of use) until such time as replacement facilities have been constructed and are capable of use for their intended purpose(s) on an alternative site.

RECOMMENDATION

That the Planning Committee resolves to **Grant** planning permission subject to:

1. The prior resolution of the Council's Executive to give effect to measures within the Executive Undertaking (as set out at the conclusion of this report);

23 JUNE 2020 PLANNING COMMITTEE

2. Planning permission being granted on application reference PLAN/2019/1177 (Land south of Hoe Valley School and east of Railway Tracks, Egley Road, Woking, GU22 0NH) either by:
 - (i) the Local Planning Authority, or
 - (ii) the Secretary of State for Housing, Communities and Local Government following 'call-in' under the provisions of the Town and Country Planning (Consultation) (England) Direction 2009;
3. Completion of an Appropriate Assessment, supported by Natural England; and
4. Planning conditions set out at the end of this report.

The Planning Committee is also requested to authorise the Development Manager (or their authorised deputy) to take all necessary action in connection with points 1-4 above.

Conditions

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).

Phasing

02. ++ No development must commence (including demolition and site preparation works) until full details, including plans, of the phasing of the development have been submitted to and approved in writing by the Local Planning Authority. The development must be carried out in strict accordance with the approved details of phasing, unless any variation or amendments have first been agreed in writing with the Local Planning Authority.

Reason: To ensure the development progresses in an orderly manner without undue loss of amenity to the surrounding area and that satisfactory facilities are provided to service all stages of the development in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

Approved plans and documents

03. The development hereby permitted must be carried out only in accordance with the approved plans and documents listed in this notice, unless where required or allowed by other conditions attached to this planning permission:

Project No. / Drawing No. / Rev.	Drawing Title	Date
<i>Existing Drawings</i>		
7884 L(00) 01 F	Existing Site Plan	26.11.19
7884 L(00) 333 --	Location Plan	16.10.19
7884 L(00) 221 A	Site Edged Red Plan	22.10.19

23 JUNE 2020 PLANNING COMMITTEE

7884 L(00) 334 --	Demolition Plan	22.10.19
7884 L(00) 457 --	Existing Building Survey Elevations	28.11.19
Masterplan Layout Drawings		
7884 L(00) 282 F	Masterplan Basement Floor Plan	22.10.19
7884 L(00) 66 R	Masterplan Lower Ground Floor Plan	05.11.19
7884 L(00) 67 AA	Masterplan Ground Floor Plan	22.10.19
7884 L(00) 68 S	Masterplan First Floor Plan	22.10.19
7884 L(00) 69 U	Masterplan Second Floor Plan	22.10.19
7884 L(00) 70 T	Masterplan Third Floor Plan	22.10.19
7884 L(00) 71 S	Masterplan Fourth Floor Plan	22.10.19
7884 L(00) 72 U	Masterplan Fifth Floor Plan	22.10.19
7884 L(00) 73 V	Masterplan Sixth Floor Plan	14.10.19
7884 L(00) 74 W	Masterplan Seventh Floor Plan	22.10.19
7884 L(00) 75 W	Masterplan Eighth Floor Plan	22.10.19
7884 L(00) 76 W	Masterplan Ninth Floor Plan	22.10.19
7884 L(00) 77 V	Masterplan Tenth Floor Plan	22.10.19
7884 L(00) 251 M	Masterplan Roof Plan	22.10.19
7884 L(00) 283 D	Proposed Basement Level (Colour)	06.11.19
7884 L(00) 78 L	Proposed Lower Ground Floor (Colour)	06.11.19
7884 L(00) 79 P	Proposed Ground Floor (Colour)	28.10.19
7884 L(00) 80 J	Proposed First Floor (Colour)	04.11.19
7884 L(00) 81 J	Proposed Second Floor (Colour)	28.10.19
7884 L(00) 82 K	Proposed Third Floor (Colour)	28.10.19
7884 L(00) 83 J	Proposed Fourth Floor (Colour)	28.10.19
7884 L(00) 84 K	Proposed Fifth Floor (Colour)	28.10.19
7884 L(00) 85 J	Proposed Sixth Floor (Colour)	23.10.19
7884 L(00) 86 K	Proposed Seventh Floor (Colour)	23.10.19
7884 L(00) 87 L	Proposed Eighth Floor (Colour)	28.10.19
7884 L(00) 88 J	Proposed Ninth Floor (Colour)	23.10.19
7884 L(00) 332 C	Proposed Tenth Floor (Colour)	23.10.19
7884 L(00) 89 K	Proposed Roof Floor (Colour)	23.10.19
7884 L(00) 335 B	Roof Plan Identifying Heights (Colour)	04.11.19
7884 L(00) 436	Boundary Treatment Plan	24.10.19
Stadium		
4279-AL-001 B	Ground Floor Plan	15.10.19
4279-AL-002 B	First Floor Plan	15.10.19
4279-AL-003 B	Second Floor Plan	15.10.19
4279-AL-004 A	Roof Plan	02.10.19
4279-AL-005 A	Stadium Cross Sections	02.10.19
4279-AL(0) 006 A	Stadium West Stand Sections	02.10.19
4279-AL-010 B	Stadium Elevations 1 of 2	09.12.19
4279-AL-011 B	Stadium Elevations 2 of 2	09.12.19
4279-AL-012 B	Elevations In Context 1 of 2	09.12.19
4279-AL-013 B	Elevations In Context 2 of 2	09.12.19
Individual Block Plan Drawings		
Block 1		
7884 L(00) 111 G	Block 1 Lower Ground Floor Plan	22.10.19
7884 L(00) 112 F	Block 1 Ground Floor Plan	22.10.19
7884 L(00) 113 F	Block 1 First Floor Plan	22.10.19
7884 L(00) 114 F	Block 1 Second Floor Plan	22.10.19

23 JUNE 2020 PLANNING COMMITTEE

7884 L(00) 115 F	Block 1 Third Floor Plan	22.10.19
7884 L(00) 116 F	Block 1 Fourth Floor Plan	22.10.19
7884 L(00) 117 G	Block 1 Fifth Floor Plan	22.10.19
7884 L(00) 118 G	Block 1 Sixth Floor Plan	22.10.19
7884 L(00) 119 G	Block 1 Seventh Floor Plan	22.10.19
7884 L(00) 120 G	Block 1 Eighth Floor Plan	22.10.19
7884 L(00) 121 G	Block 1 Ninth Floor Plan	22.10.19
7884 L(00) 122 G	Block 1 Roof Plan	22.10.19
Block 2		
7884 L(00) 123 F	Block 2 Lower Ground Floor Plan	22.10.19
7884 L(00) 124 G	Block 2 Ground Floor Plan	22.10.19
7884 L(00) 125 G	Block 2 First Floor Plan	22.10.19
7884 L(00) 126 G	Block 2 Second Floor Plan	22.10.19
7884 L(00) 127 G	Block 2 Third Floor Plan	22.10.19
7884 L(00) 128 G	Block 2 Fourth Floor Plan	22.10.19
7884 L(00) 129 G	Block 2 Fifth Floor Plan	22.10.19
7884 L(00) 130 G	Block 2 Sixth Floor Plan	22.10.19
7884 L(00) 131 G	Block 2 Seventh Floor Plan	22.10.19
7884 L(00) 132 G	Block 2 Eighth Floor Plan	22.10.19
7884 L(00) 133 F	Block 2 Ninth Floor Plan	22.10.19
7884 L(00) 336 --	Block 2 Roof Plan	22.10.19
Block 3		
7884 L(00) 134 H	Block 3 Lower Ground Floor Plan	22.10.19
7884 L(00) 135 J	Block 3 Ground Floor Plan	22.10.19
7884 L(00) 136 J	Block 3 First Floor Plan	22.10.19
7884 L(00) 137 J	Block 3 Second Floor Plan	22.10.19
7884 L(00) 138 J	Block 3 Third Floor Plan	22.10.19
7884 L(00) 139 J	Block 3 Fourth Floor Plan	22.10.19
7884 L(00) 140 J	Block 3 Fifth Floor Plan	22.10.19
7884 L(00) 141 J	Block 3 Sixth Floor Plan	22.10.19
7884 L(00) 142 J	Block 3 Seventh Floor Plan	22.10.19
7884 L(00) 143 F	Block 3 Roof Plan	22.10.19
Block 4		
7884 L(00) 337 --	Block 4 Basement Plan	16.10.19
7884 L(00) 144 K	Block 4 Lower Ground Floor Plan	22.10.19
7884 L(00) 145 N	Block 4 Ground Floor Plan	22.10.19
7884 L(00) 146 N	Block 4 First Floor Plan	22.10.19
7884 L(00) 147 N	Block 4 Second Floor Plan	22.10.19
7884 L(00) 148 N	Block 4 Third Floor Plan	22.10.19
7884 L(00) 149 N	Block 4 Fourth Floor Plan	22.10.19
7884 L(00) 150 N	Block 4 Fifth Floor Plan	22.10.19
7884 L(00) 151 N	Block 4 Sixth Floor Plan	22.10.19
7884 L(00) 152 N	Block 4 Seventh Floor Plan	22.10.19
7884 L(00) 153 N	Block 4 Eighth Floor Plan	22.10.19
7884 L(00) 154 H	Block 4 Ninth Floor Plan	22.10.19
7884 L(00) 338 --	Block 4 Tenth Floor Plan	22.10.19
7884 L(00) 339 --	Block 4 Roof Plan	22.10.19
Block 5		
7884 L(00) 340 --	Block 5 Basement Plan	16.10.19
7884 L(00) 155 H	Block 5 Lower Ground Floor Plan	22.10.19
7884 L(00) 156 Q	Block 5 Ground Floor Plan	22.10.19
7884 L(00) 157 R	Block 5 First Floor Plan	22.10.19
7884 L(00) 158 Q	Block 5 Second Floor Plan	22.10.19

23 JUNE 2020 PLANNING COMMITTEE

7884 L(00) 159 Q	Block 5 Third Floor Plan	22.10.19
7884 L(00) 160 Q	Block 5 Fourth Floor Plan	22.10.19
7884 L(00) 161 Q	Block 5 Fifth Floor Plan	22.10.19
7884 L(00) 162 Q	Block 5 Sixth Floor Plan	22.10.19
7884 L(00) 163 Q	Block 5 Seventh Floor Plan	22.10.19
7884 L(00) 164 Q	Block 5 Eighth Floor Plan	22.10.19
7884 L(00) 165 H	Block 5 Ninth Floor Plan	22.10.19
7884 L(00) 341 --	Block 5 Roof Plan	22.10.19
Community Concierge		
7884 L(00) 298 F	Community Concierge Building Ground Floor Plan and Roof Plan	24.10.19
Individual Unit Types		
7884 L(00) 166 D	Unit Types One Bed Duplex	07.10.19
7884 L(00) 167 E	Unit Types Two Bed Townhouse	07.10.19
7884 L(00) 171 E	Unit Types 2 Bedroom Duplex	09.10.19
Elevations / Sections		
7884 L(00) 239 E	Block 1 Elevations	04.12.19
7884 L(00) 405 A	Block 1 Courtyard Elevations	21.10.19
7884 L(00) 240 E	Block 2 Elevations	04.12.19
7884 L(00) 406 A	Block 2 Courtyard Elevations	04.12.19
7884 L(00) 241 E	Block 3 Elevations	04.12.19
7884 L(00) 407 A	Block 3 Courtyard Elevations	04.12.19
7884 L(00) 242 E	Block 4 Elevations	04.12.19
7884 L(00) 408 A	Block 4 Courtyard Elevations	04.12.19
7884 L(00) 243 E	Block 5 Elevations	04.12.19
7884 L(00) 409 A	Block 5 Courtyard Elevations	04.12.19
7884 L(00) 314 B	Community Concierge	10.12.19
7884 L(00) 236 C	Proposed Street Scene Elevation Sheet 1	22.10.19
7884 L(00) 237 C	Proposed Street Scene Elevation Sheet 2	22.10.19
7884 L(00) 238 C	Proposed Street Scene Elevation Sheet 3	22.10.19
7884 L(00) 291 A	Block 1 Sections	21.10.19
7884 L(00) 292 A	Block 2 Sections	21.10.19
7884 L(00) 293 A	Block 3 Sections	21.10.19
7884 L(00) 294 A	Block 4 Sections	21.10.19
7884 L(00) 295 A	Block 5 Sections	21.10.19
7884 L(00) 478 A	Block 1 - Large Scale Design Details Section	16.01.20
7884 L(00) 479 A	Block 1 - Large Scale Design Details - Sheet 1	16.01.20
7884 L(00) 480 A	Block 1 - Large Scale Design Details - Sheet 2	16.01.20
7884 L(00) 481 A	Block 1 - Large Scale Design Details - Sheet 3	16.01.20
7884 L(00) 483 A	Block 3 Design Intent Section	16.01.20
7884 L(00) 484 A	Block 3 Design Intent Details - Sheet 1	16.01.20
7884 L(00) 485 A	Block 3 Design Intent Details - Sheet 2	16.01.20
7884 L(00) 486 A	Block 3 Design Intent Details - Sheet 3	16.01.20
7884 L(00) 497	Large Scale Design Details - Block 1 - Elevation C	17.01.20
7884 L(00) 498	Large Scale Design Details - Block 1 - Elevation C - Key	17.01.20
7884 L(00) 499	Large Scale Design Details - Block 1	17.01.20

23 JUNE 2020 PLANNING COMMITTEE

	- Elevation D	
7884 L(00) 500	Large Scale Design Details - Block 1 - Elevation D - Key	17.01.20
7884 L(00) 501	Large Scale Design Details - Block 2 - Elevation B	17.01.20
7884 L(00) 502	Large Scale Design Details - Block 2 - Elevation B - Key	17.01.20
7884 L(00) 503	Large Scale Design Details - Block 2 - Elevation C	17.01.20
7884 L(00) 504	Large Scale Design Details - Block 2 - Elevation C - Key	17.01.20
7884 L(00) 505	Large Scale Design Details - Block 3 - Elevation B	17.01.20
7884 L(00) 506	Large Scale Design Details - Block 3 - Elevation B - Key	17.01.20
7884 L(00) 507	Large Scale Design Details - Block 3 - Elevation C	17.01.20
7884 L(00) 508	Large Scale Design Details - Block 3 - Elevation C - Key	17.01.20
7884 L(00) 509	Large Scale Design Details - Block 4 - Elevation A	17.01.20
7884 L(00) 510	Large Scale Design Details - Block 4 - Elevation A - Key	17.01.20
7884 L(00) 511	Large Scale Design Details - Block 4 - Elevation B	17.01.20
7884 L(00) 512	Large Scale Design Details - Block 4 - Elevation B - Key	17.01.20
7884 L(00) 513	Large Scale Design Details - Block 5 - Elevation A	17.01.20
7884 L(00) 514	Large Scale Design Details - Block 5 - Elevation A - Key	17.01.20
7884 L(00) 515	Large Scale Design Details - Block 5 - Elevation B	17.01.20
7884 L(00) 516	Large Scale Design Details - Block 5 - Elevation B - Key	17.01.20
Landscape and Public Realm		
A241-KR-LA01 A	Landscape Masterplan	21.11.2019
A241-KR-GA01 D	Landscape and Public Realm General Arrangement - Drawing 1 of 4	21.11.2019
A241-KR-GA02 D	Landscape and Public Realm General Arrangement - Drawing 2 of 4	21.11.2019
A241-KR-GA03 D	Landscape and Public Realm General Arrangement - Drawing 3 of 4	21.11.2019
A241-KR-GA04 D	Landscape and Public Realm General Arrangement - Drawing 4 of 4	21.11.2019
A241-KR-GA05 A	Landscape Roofs General Arrangement - Drawing 1 of 2	21.11.2019
A241-KR-GA06 A	Landscape Roofs General Arrangement - Drawing 2 of 2	21.11.2019
Highways		
183923-A02-AT01 A	Proposed Site Access Block 1 and 2 General Arrangement, Visibility Splays and Swept Path Analysis (Large Car)	09.09.19
183923-A03-AT01 A	Proposed Site Access Block 3, 4 and 5 General Arrangement, Visibility Splays and	09.09.19

23 JUNE 2020 PLANNING COMMITTEE

	Swept Path Analysis (Large Car)	
183923-A01-AT01 A	Proposed Improvements to Existing Site Access General Arrangement, Visibility Splays and Swept Path Analysis (Max Legal Length HGV)	09.09.19

Environmental Impact Assessment

Document Title	Document Ref	Date
Environmental Impact Assessment Volume 1: Environmental Statement	N/A	November 2019
Environmental Impact Assessment Volume 2: Townscape and Visual Impact Assessment	N/A	November 2019
Environmental Impact Assessment Volume 3: Technical Appendices	N/A	November 2019

Reason: To ensure the development is carried out in accordance with the planning permission and to ensure that any development that is carried out is that which has been assessed.

Levels

04. The development hereby permitted must be carried out only in accordance with the proposed finished floor levels and ground levels as shown on the approved plans unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity of the site and surrounding area in accordance with Policies CS21 and CS24 of the Woking Core Strategy (2012) and the NPPF.

Layout of medical / health services centre

05. ++ Prior to the first internal fit-out of the medical centre plans at 1:100 scale showing the detailing and internal layout of the centre for the provision of any medical or health services (Class D1) (the coloured areas annotated 'Doctor's surgery' and 'Dentist' on the plan numbered 4279-AL-003 B) and details of its operation, must be submitted to and approved in writing by the Local Planning Authority. The centre for the provision of any medical or health services (Class D1) must be available for occupation in accordance with the approved details prior to the first use of the stadium for football purposes and must thereafter be permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure a high quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

Temporary/permanent mobile food/drink/alcohol sales

06. No temporary or permanent mobile food/drink/alcohol sales facilities shall be established or carried out within the site or public highways other than in the designated food/drink areas (including kiosks) within the permitted stadium unless otherwise first agreed in writing by the Local Planning Authority.

23 JUNE 2020 PLANNING COMMITTEE

Reason: In the interests of maintaining a high standard of appearance of the development and the amenities of the occupiers of the adjoining and surrounding residential properties in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

Stadium uses

07. The following units hereby permitted within the stadium must not be used other than for the following purposes as defined within The Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) with any change between the uses permitted for up to ten years following first occupation of any relevant unit:

- Coloured areas annotated 'Retail 01', 'Pharmacy 02' and 'Retail 03' on the plan numbered 4279-AL-001 B: use(s) only falling within:
 - (i) Class A1: all uses;
 - (ii) Class A2: all uses; and
 - (iii) Class A3: all uses.
- Coloured areas annotated 'Commercial' on the plans numbered 4279-AL-002 B and 4279-AL-003 B: use(s) only falling within:
 - (i) Class B1: all uses; and
 - (ii) Class D1: all uses except for, or in connection with, public worship or religious instruction.

In respect of the above Class D1 use hereby permitted use as a crèche, day nursery or day centre and/or for the provision of education (within Class D1) shall not exceed 100 sq.m in gross internal area without express planning permission from the Local Planning Authority first being obtained.

In respect of the above Class D1 use hereby permitted, notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) the use shall not be changed to for, or in connection with, public worship or religious instruction without express planning permission from the Local Planning Authority first being obtained.

- Coloured areas annotated 'Doctor's surgery' and 'Dentist' on the plan numbered 4279-AL-003 B: use only falling within:
 - (i) Class D1: for the provision of any medical or health services

In respect of the above Class D1 use hereby permitted, notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) the use shall not be changed to use as a crèche, day nursery or day centre, for the provision of education, for the display of works of art (otherwise than for sale or hire), as a museum, as a public library or public reading room, as a public hall or exhibition hall, for, or in connection with, public worship or religious instruction or as a law court without express planning permission from the Local Planning Authority first being obtained.

23 JUNE 2020 PLANNING COMMITTEE

Reason: To protect the amenity of the surrounding area in respect of noise and disturbance, vehicle movements and parking provision in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016), SPD Parking Standards (2018) and the NPPF.

08. ++ No unit(s) within Use Class A3 shall be first occupied until full details (including external appearance and technical specification) of any necessary extraction and ventilation systems (including acoustic properties) for that unit have been submitted to and approved in writing by the Local Planning Authority. The extraction and ventilation systems shall be installed in accordance with the approved details before the use commences and permanently maintained in accordance with the manufacturer's recommendations for the duration of the use within class A3.

Reason: To ensure a high quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

09. In respect of the Class D2 use of the stadium hereby permitted, notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and / or re-enacting that Order with or without modification) the stadium bowl (the pitch and spectator terraced seats and standing terraces) shall not be used for events for the purpose(s) of:

- (i) the playing of competitive professional rugby; or
- (ii) a standalone musical performance utilising the pitch/stadium bowl

without express planning permission from the Local Planning Authority first being obtained.

Reason: To protect the amenity of the surrounding area in respect of noise and disturbance, vehicle movements and parking provision in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016), SPD Parking Standards (2018) and the NPPF. Such uses have not been assessed within the submitted Environmental Statement and would require further assessment.

Stadium capacity and football use

10. The capacity of the stadium hereby permitted must not exceed 9,026 spectators.

Football events using the football pitch hereby permitted which are open to the general public must be limited to the following unless otherwise first agreed in writing by the Local Planning Authority:

- (a) Woking Football Club first team competitive league games in accordance with fixture lists as agreed by the relevant football authorities (e.g. National League / Football League);
- (b) Woking Football Club first team cup games in accordance with fixtures agreed by the relevant football authorities (e.g. The Football Association);
- (c) Woking Football Club pre-season friendlies;
- (d) Woking Football Club reserve, senior, youth, and ladies team matches;
- (e) Six charity match days per annum;

23 JUNE 2020 PLANNING COMMITTEE

- (f) Local community matches including local leagues and schools, and Cardinals in the Community and Woking Football Club Academy related sporting activities and corporate matches; and
- (g) A maximum of five non-Woking Football Club competitive football matches per season.

Reason: To protect the amenity of the surrounding area in respect of noise and disturbance, vehicle movements and parking provision in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016), SPD Parking Standards (2018) and the NPPF.

Hours of use

11. Apart from the stadium (Class D2 use) and its ancillary spaces/uses (including the bar and hospitality areas), the other floor space and uses hereby permitted within the stadium must only open to customers/members of the public between the following hours:

- 08:00 - 23:00 hrs Mondays to Saturdays (inclusive); and
- 09:00 - 23:00 hrs Sundays and Bank/Public Holidays.

The stadium must only hold major events (football matches) between the hours of 09:00 and 23:00 on any day.

Ancillary spaces/uses within the stadium (including the bar and hospitality areas) must only open to customers/members of the public between the following hours unless otherwise first agreed in writing by the Local Planning Authority:

- 08:00 - 01:00 hrs Mondays to Saturdays (inclusive); and
- 09:00 - 23:00 hrs Sundays and Bank / Public Holidays

Reason: To protect the amenity of the surrounding area in respect of noise and disturbance in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016), SPD Parking Standards (2018) and the NPPF.

External materials

12. ++ Notwithstanding the details submitted with the application prior to the commencement of superstructure works for a building hereby permitted, full details (including samples) of all external facing materials of that building must be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:

Residential buildings (including community concierge building):

- a) Mock-up panels of the external masonry (including mortar colour and pointing), cladding, metalwork and glazing;
- b) All external facing materials for the relevant building including glazing, balustrades, balcony screening, spandrel panels, cladding, masonry (including mortar colour and pointing), and metalwork (including permeable screens);

23 JUNE 2020 PLANNING COMMITTEE

- c) 1:20 scale drawings of ground floor curtain wall glazing, fins and canopies and upper floor glazing, reveals, balconies, balustrades, metalwork, vents and louvres/brise soleil; and
- d) 1:75 scale drawings of rooftop layout, showing plant, machinery and building services equipment required for the functioning of the buildings.

Stadium:

- a) Mock-up panels of the rain screen cladding, translucent polycarbonate, PPC aluminium cladding and glazing;
- b) All external facing materials for the stadium;
- c) 1:20 scale drawings of ground floor curtain wall glazing, frontages of ground floor level retail/commercial units, fins and canopies and upper floor glazing, vents and louvres/brise soleil; and
- d) 1:75 scale drawings showing plant, machinery and building services equipment required for the functioning of the building.

The details must generally accord with the type and quality of materials indicated within the application. The building shall thereafter be carried out and permanently maintained in accordance with the approved details unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure a high quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

Aerials/ pipework etc

13. Notwithstanding The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting and/or modifying that Order), no cables, wires, aerials, pipework (except any rainwater goods as may be shown on the approved plans) meter boxes or flues shall be fixed to any elevation of a building hereby permitted without the prior written consent of the Local Planning Authority. Any such works must be undertaken only in accordance with the approved details and thereafter permanently maintained for the lifetime of the building.

Reason: To ensure a high quality development in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

Hard and soft landscape

14. ++ The overall concept, layout, extent and type of hard and soft landscaping for the development hereby permitted must generally accord with the approved plans and documents and must have regard to the approved surface water drainage scheme. Prior to the commencement of any superstructure works within a phase details of the hard and soft landscaping scheme for that phase must first be submitted to and approved in writing by the Local Planning Authority. The submitted details must include:
- a) full details of all proposed tree planting, including planting and maintenance specifications, including cross-section drawings, details of tree pit design / underground modular systems, use of guards or other protective measures and confirmation of location, species and sizes, nursery stock type, supplier and defect period;

23 JUNE 2020 PLANNING COMMITTEE

- b) soft planting, grassed/turfed areas, shrubs and herbaceous areas detailing species, sizes and numbers/densities;
- c) specifications for operations associated with plant establishment and maintenance that are compliant with best practice;
- d) enclosures including type, dimensions and treatments of any walls, fences, screen walls, barriers, railings and hedges;
- e) hard landscaping, including samples and specifications of all ground surface materials, kerbs, edges, steps and any synthetic surfaces;
- f) street furniture, including details of litter bins (including recycling option);
- g) detailed design of the children's play space(s), including equipment and structures, key dimensions, materials and manufacturer's specifications, appropriate play space screen planting and boundary treatments, play space signage, play space litter bins (including recycling option) and any other play space street furniture;
- h) any other landscaping features forming part of the scheme, including private amenity spaces (and any associated outdoor structures) and green roofs;
- i) a wayfinding and signage strategy; and
- j) a landscape management plan for the public and private areas to include a maintenance schedule for all landscaped areas and children's play space(s).

Tree and other planting must accord with BS: 3936-1:1992, BS: 4043:1989, BS: 4428:1989 and BS: 8545:2014 (or subsequent superseding equivalent(s)). All landscaping within a phase must be completed/planted in accordance with the approved details during the first planting season following practical completion of that phase or in accordance with a programme otherwise first agreed in writing with the Local Planning Authority. All soft landscaping must have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased must be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting must be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting must be in accordance with the approved details.

Reason: To ensure a high quality development 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 NPPF.

Construction Environmental Management Plan (CEMP)

15. ++ Prior to any works being undertaken pursuant to a phase of this planning permission (other than site hoarding) a Construction Environmental Management Plan (CEMP) for that phase (or a CEMP encompassing all phases) must first be submitted to and approved in writing by the Local Planning Authority. The details must be in accordance with Environmental Statement (ES) Volume 1, Chapter 15: Mitigation and Monitoring and include (but not be limited to) the following:
- i. Measures to minimise visual impact during construction;
 - ii. Measures to minimise noise and vibration levels during construction (in accordance with ES Volume 1, Chapter 5: Demolition and Construction and ES Volume 1, Chapter 9: Noise and Vibration);
 - iii. Measures to minimise dust levels during construction (in the form of a Dust Management Plan prepared in accordance with ES Volume 3, Appendix: Air Quality (Annex 6));

23 JUNE 2020 PLANNING COMMITTEE

- iv. Measures to control pollution during construction (including a Pollution Response Plan);
- v. Measures to prevent potential contamination of controlled waters arising from general demolition and construction-related activities (in accordance with ES Volume 1, Chapter 15: Mitigation and Monitoring);
- vi. Construction lighting strategy, including measures to minimise light spill;
- vii. Measures to reduce water usage during construction;
- viii. Measures to reduce energy usage during construction;
- ix. Neighbour and public relations strategy; and
- x. Site Waste Management Plan.

Reason: To protect the environmental interests and the amenity of the area and to comply with Policies CS6, CS7, CS9 and CS21 of the Woking Core Strategy (2012) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

Highways / Transport

16. No part of the development hereby permitted must 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 must 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 the NPPF.

17. No part of the development hereby permitted must 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 must 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 the NPPF.

18. The development hereby permitted must 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.

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 the NPPF.

19. ++ No part of the development hereby permitted must 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 first be submitted to and approved in writing by the Local Planning Authority.

23 JUNE 2020 PLANNING COMMITTEE

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 the NPPF.

20. Each residential block of the development hereby permitted must 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 must 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 the NPPF.

21. ++ The Medical Centre of the development hereby permitted must not be first occupied unless and until space has been laid out within the site in accordance with a scheme to first 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 must 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 the NPPF.

22. ++ Each residential block of the development hereby permitted must 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 must 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 first be submitted to and approved in writing by the Local Planning Authority prior to first occupation of that block. The submitted scheme must 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 must be provided in accordance with the approved scheme and thereafter permanently maintained as such (unless replaced with more advanced technology serving the same objective).

Reason: In order that suitable provision for electric vehicle charging points is made in accordance with SPDs Parking Standards (2018) and Climate Change (2014) and the NPPF.

23. ++ The Stadium part of the development hereby permitted must not be first occupied unless and until at least 20% of the available parking spaces for the stadium 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) and cycle parking in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority.

23 JUNE 2020 PLANNING COMMITTEE

Reason: In order that suitable provision for cycle parking and electric vehicle charging points is made in accordance with Policy CS18 of the Woking Core Strategy (2012), SPDs Parking Standards (2018) and Climate Change (2014) and the NPPF.

24. ++ The development hereby permitted must not be first occupied unless and until the proposed pedestrian crossing on Westfield Avenue has been provided in accordance with a scheme to first be submitted to and approved in writing by the Local Planning Authority, with a Stage 1 and 2 Road Safety Audit being undertaken.

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

25. ++ The development hereby permitted must 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 first be submitted to and approved in writing by the Local Planning Authority, with a Stage 1 and 2 Road Safety Audit being undertaken.

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

26. ++ The development hereby permitted must 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.

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 the NPPF.

27. ++ Prior to any works being undertaken pursuant to a phase of this planning permission (other than site hoarding) a Construction Transport Management Plan (CTMP) for that phase (or a CTMP encompassing all phases), in accordance with the Environmental Statement (ES) and including (but not be limited to) the following:

- (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 (avoiding local Air Quality Management Areas as per the ES);
- (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 must take place between the hours of 08:30 - 09:15 hrs and 15:15 - 16:00 hrs nor must the contractor(s) 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,

must be submitted to and approved in writing by the Local Planning Authority.

23 JUNE 2020 PLANNING COMMITTEE

Only the approved details must be implemented during the demolition and construction works associated with that phase of the development hereby permitted. Access and / or egress via the Loop Road playing fields will not be accepted as a route for demolition or construction traffic as this has not been assessed within the ES.

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 the NPPF.

28. ++ Notwithstanding the information submitted with the application the stadium hereby permitted must not be first opened unless and until a finalised Event Management Plan (EMP), specifying arrangements for the stadium on match days, to include (but not limited to) details of:
- (a) Park and stride promotion and taxi/car share promotion;
 - (b) Provision of pedestrian wayfinding signs;
 - (c) Provision of advanced journey information (including rail and bus timetables);
 - (d) In the event of a high attendance match measures for managing the impacts at Woking railway station and control of walking routes between Woking railway station and the stadium (to be developed in consultation with Network Rail / South Western Railway);
 - (e) Pre-event liaison with emergency services;
 - (f) Site contact details, for the person responsible for managing special events;
 - (g) Management of the signalised pedestrian crossing on Kingfield Road;
 - (h) Management of the Kingfield Road site access and stadium car park; and
 - (i) 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 must be permanently implemented for the lifetime of the stadium element of the development unless otherwise first agreed in writing by the Local Planning Authority.

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

29. ++ No residential block of the development hereby permitted must be first occupied unless and until the following facilities for that block have been provided in accordance with an overall scheme to first 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; and
 - 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.

23 JUNE 2020 PLANNING COMMITTEE

and thereafter the said approved facilities must be provided upon first occupation of each block, and permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car in accordance with Policy CS18 of the Woking Core Strategy (2012), SPD Parking Standards (2018) and the NPPF.

30. ++ No part of the development hereby permitted must be first occupied unless and until the following package of measures are implemented at the applicant's expense in accordance with a scheme to first 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; and
- (g) Resurfacing of the footway, and widening of the blacktop that leads from the stadium to the bus stops.

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

31. ++ Notwithstanding the information submitted with the application a building hereby permitted must not be first occupied unless and until a finalised Delivery and Servicing Management Plan (DSMP), to include (but not limited to) details of:

- (a) Delivery pre-booking;
- (b) Goods in authorisation procedure;
- (c) Key staff to manage deliveries; and
- (d) Monitoring of delivery and servicing activity

has been submitted to and approved in writing by the Local Planning Authority.

Thereafter the approved details must be permanently implemented for the lifetime of the building.

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

23 JUNE 2020 PLANNING COMMITTEE

No mezzanine floors

32. Notwithstanding the provisions of Article 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), (or any equivalent Order(s), replacing, amending and/or re-enacting that Order(s) with or without modification(s)) no additional floors, including mezzanine floors, other than as shown on the approved plans shall be erected within any building hereby permitted without the prior written approval of the Local Planning Authority.

Reason: To avoid potential over-intensification of use and subsequent adverse implications for car parking, noise and neighbouring amenity in accordance with Policies CS18 and CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the NPPF.

Air quality

33. The main source of energy for the residential element of the development must be air source heat pumps (ASHPs) unless otherwise first agreed in writing by the Local Planning Authority. If ASHP are not to provide the main source of energy for the residential element of the development for any reason, additional future air quality modelling in respect of an alternative energy source must first be submitted to and approved in writing by the Local Planning Authority in order to ensure that there are no significant adverse air quality impacts. The development shall thereafter be permanently maintained in accordance with any such approved details.

Reason: To ensure no adverse impact upon air quality in accordance with Policy DM6 of the Development Management Policies DPD (2018) and the NPPF.

34. Energy plant specifications and release conditions must adhere to the restrictions set out in Tables A3.3 and A5.1 in ES Volume 3, Appendix 4: Air Quality (Annexes 3 and 5). To further emphasise these, the final design must adhere to the following minimum specifications:

- a boiler system with a maximum total of 1.198 MkW fuel input (distributed evenly between five boilers) must be installed; each boiler with its own individual flue outlet with a maximum internal diameter of 0.4m at the exit point, terminating at least 1.5m above the roof level;
- all stacks must discharge vertically upwards and be unimpeded by any fixture on top of the stack (e.g. rain cowls);

If the energy plant specifications and release conditions deviate significantly from the modelled specification(s), additional future modelling must first be submitted to and approved in writing by the Local Planning Authority prior to installation in order to ensure that there are no significant adverse air quality impacts.

Reason: To ensure no adverse impact upon air quality in accordance with Policy DM6 of the Development Management Policies DPD (2016) and the NPPF.

35. ++ Prior to first occupation of the relevant residential building(s) details must be submitted to and approved in writing by the Local Planning Authority confirming that the installed gas boiler(s) conform to a maximum NO_x emission of 34.3 mg/kWh. Compliance with this standard must be confirmed prior to occupation of the relevant residential building(s), based on:

23 JUNE 2020 PLANNING COMMITTEE

- monitoring undertaken on the actual installed plant; or
- manufacturer guaranteed performance levels supported by type approval;
or
- monitoring undertaken by the equipment supplier.

In order to attain these values, relevant catalyst or alternative abatement may be required. If the energy plant specifications and release conditions deviate significantly from the modelled specification (within the ES), additional future modelling must be submitted to and approved in writing by the Local Planning Authority prior to first installation in order to ensure that there are no significant adverse air quality impacts.

Reason: To ensure no adverse impact upon air quality in accordance with Policy DM6 of the Development Management Policies DPD (2016) and the NPPF.

36. All installed (a maximum of five) emergency diesel generators must be tested simultaneously (or in the same hour) and restricted to operating twelve hours per year unless an alternative testing/operating regime (including additional air quality modelling in order to ensure that there are no significant adverse air quality impacts) has first been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure no adverse impact upon air quality in accordance with Policy DM6 of the Development Management Policies DPD (2016) and the NPPF.

Noise

37. ++ Prior to any works being undertaken pursuant to a phase of this planning permission (including demolition and site preparation works) a Noise and Vibration Management Plan (NVMP) (which may be a standalone document or form part of the wider Construction Environmental Management Plan (CEMP) for that phase (or a NVMP encompassing all phases)) must first be submitted to and approved in writing by the Local Planning Authority. The NVMP must address phasing, provide predicted noise (and where necessary) vibration levels and details of mitigation and monitoring. Only CFA (Continuous Flight Auger) piling must occur pursuant to this planning permission unless a comprehensive assessment of noise and vibration arising from other piling techniques has first been submitted to and approved in writing by the Local Planning Authority. The NVMP must also provide a protocol for receiving, investigating and resolving noise and/or vibration complaints during the demolition and construction phase(s). Development within a phase must only be undertaken in accordance with the approved Noise and Vibration Management Plan (NVMP) for that phase unless the Local Planning Authority otherwise first agrees in writing to any variation.

Reason: To protect the environmental interests and the amenity of the area and to comply with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

38. ++ a) Prior to first occupation of the bar and hospitality spaces within the stadium building noise limiters must be installed within the bar and hospitality spaces to ensure that amplified music within these areas does not exceed:

90 dB LA_{eq,15 min}

90 dB LZ_{eq,15 min} in 63 Hz octave band

23 JUNE 2020 PLANNING COMMITTEE

85 dB $L_{Zeq,15 \text{ min}}$ in 125 Hz octave band

b) A post completion verification report including acoustic test results and confirming that the above maximum noise standards have been complied with must be submitted to the Local Planning Authority for written approval prior to first use of amplified music within the bar and hospitality spaces. Noise limiters must thereafter be permanently maintained as such for the lifetime of the stadium.

Reason: To safeguard the amenity of the surrounding area and the residential amenities of existing and future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

39. ++ Prior to first fit-out of the bar and hospitality spaces details of façade elements for the bar and hospitality spaces within the stadium building must be submitted to and approved in writing by the Local Planning Authority. The submitted details must confirm that the façade elements for these spaces will meet the minimum 42 dB R_w+C_{tr} criterion. Development must thereafter be undertaken and permanently maintained in accordance with the approved details for the lifetime of the stadium building.

Reason: To safeguard the amenity of the surrounding area and the residential amenities of existing and future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

40. ++ a) Mechanical plant and building services equipment (including air source heat pumps) within the development must be designed and maintained for the lifetime of the development such that the rating noise level as assessed in accordance with British Standard 4142:2014 +A1:2019 (or any superseding standard) does not exceed:

- 38 dB $LA_{eq,1hr}$ between the hours of 07:00 and 23:00; and
- 23 dB $LA_{eq,15mins}$ between the hours of 23:00 and 07:00 as assessed 1 metre from the façade of residential dwellings on Westfield Avenue
- 33 dB $LA_{eq,1hr}$ between the hours of 07:00 and 23:00; and
- 19 dB $LA_{eq,15mins}$ between the hours of 23:00 and 07:00 as assessed 1 metre from the façade of existing residential dwellings at all other locations

Mechanical plant and building services equipment must not create an audible tonal noise nor cause perceptible vibration to be transmitted through the structure of the buildings.

b) A post completion verification report including acoustic test results and confirming that the above maximum noise standards have been complied with must be submitted to the Local Planning Authority for written approval prior to the expiry of the period of 3 months from first occupation of the relevant building within the development.

23 JUNE 2020 PLANNING COMMITTEE

Mechanical plant and building services equipment must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the amenity of the surrounding area and the residential amenities of existing and future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

41. ++ a) Public address / voice alarm (PA/VA) systems within the development must be designed and maintained for the lifetime of the development so as not to exceed the following noise levels (except during emergency):

- 55 dB LA_{eq,1 hour} in the garden of existing residences; and
- 40 dB LA_{eq,1 hour} inside a habitable room of any new dwelling constructed pursuant to this planning permission

b) A post completion verification report including acoustic test results and a detailed PA/VA assessment (with compliance monitoring during commissioning phase recommended) confirming that the above maximum noise standards have been complied with must be submitted to the Local Planning Authority for written approval prior to the first use of Public address / voice alarm systems.

Public address / voice alarm systems must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the amenity of the surrounding area and the residential amenities of existing and future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

42. ++ a) Prior to the commencement of superstructure works for a residential building a methodology and scheme of pre-completion testing for that building to demonstrate compliance with BS 8233:2014 internal ambient noise levels for habitable rooms as follows:

Normal conditions

- 35 dB LA_{eq,T} in all habitable rooms between the hours of 07:00 and 23:00;
- 30 dB LA_{eq,T} and LA_{max} less than 45 dB in bedrooms between the hours of 23:00 and 07:00

Match day conditions

- 40 dB LA_{eq,T} in all habitable rooms between the hours of 07:00 and 23:00;
- 35 dB LA_{eq,T} and LA_{max} less than 50 dB in bedrooms between the hours of 23:00 and 07:00

must be submitted to and approved in writing by the Local Planning Authority.

b) A post completion verification report including acoustic test results, acoustic data for the glazing system and ventilation system to the residential units, and confirming that the above maximum noise standards have been complied with must be submitted to the Local Planning Authority for written approval prior to the expiry of the

23 JUNE 2020 PLANNING COMMITTEE

period of 3 months from first occupation of the relevant residential building within the development.

Residential buildings must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the residential amenities of future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

43. ++ a) Prior to the commencement of superstructure works for a residential building details of:

- the design condition for overheating;
- how overheating shall be addressed through glazing and ventilation design; and
- that predicted levels do not lead to unacceptably high levels of noise when glazing and ventilation are operating to prevent overheating during normal and match day conditions

for that building must be submitted to and approved in writing by the Local Planning Authority.

Residential buildings must thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the residential amenities of future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

44. ++ Prior to the commencement of superstructure works for a residential building details demonstrating:

- that all external amenity spaces for that building meet 50 dB LA_{eq,T} during normal conditions;
- that all external amenity spaces for that building (excluding private balconies) meet 55 dB LA_{eq,T} during match day conditions;
- Where external amenity space(s) are predicted to be higher than the above criteria a scheme of mitigation to reduce external amenity space noise to a minimum, or access to/provision of suitable, alternative, external amenity space for affected residents

must be submitted to and approved in writing by the Local Planning Authority. Any approved noise mitigation must be implemented concurrently with the development of the external amenity space(s), fully implemented prior to first occupation of that building and thereafter be permanently maintained in accordance with the approved details for the lifetime of the development.

Reason: To safeguard the residential amenities of future occupiers in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

External lighting / CCTV etc

45. ++ Notwithstanding the details submitted with the application prior to the occupation of any building hereby permitted details of:
- a) CCTV;
 - b) general external lighting (including external walkway, carriageway, car parks, amenity lighting, security lighting and building facade lighting);
 - c) floodlighting (stadium only); and
 - d) access control measures for residential core entrances.

on or around the building and within the adjoining public realm must be submitted to and approved in writing by the Local Planning Authority. The details must include the location and specification of all lamps, light levels/spill, illumination, CCTV cameras (including view paths) and support structures including height, type, materials, colour (RAL) and manufacturer's specifications.

Evidence must be submitted to demonstrate that the final detailed external lighting design (including stadium floodlighting, external walkway, carriageway, car parks, amenity lighting and building facade lighting) is in line with recommendations within the Guidance Notes for the reduction of Obtrusive Light GN01:2011 (or any future equivalent) for Environmental Zone E3, with regards to sky glow, light intrusion into residential windows and luminaire intensity.

A Sensitive Lighting Management Plan – identifying how the final detailed external lighting design has had regard to the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and The Built Environment Series" must also be submitted to and approved in writing by the Local Planning Authority.

Development must be carried out only in accordance with the approved details and be permanently maintained as such thereafter for the lifetime of the development.

Reason: To protect the general environment, the amenities of the area, the residential amenities of neighbouring and nearby existing and introduced properties and the habitat for bats and other nocturnal animals in accordance with Policies CS7 and CS21 of the Woking Core Strategy (2012), Policy DM7 of the Development Management Policies DPD (2016) and the NPPF.

Refuse / recycling

46. ++ a) The refuse and recycling bin storage and other associated facilities (including chutes, bin lifts etc) for a building shown on the approved plans must be provided prior to the occupation of that building and thereafter made permanently available for the lifetime of that building.

b) Notwithstanding the information submitted with the application details of the refuse and recycling collection arrangements (including points of collection and frequency of collection) for a building shown on the approved plans must be submitted to and approved in writing by the Local Planning Authority prior to the occupation of that building and thereafter permanently maintained for the lifetime of that building.

23 JUNE 2020 PLANNING COMMITTEE

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 NPPF.

Biodiversity / ecology

47. Vegetation clearance must take place outside the bird breeding season (i.e. during the months of October to February). Any clearance of vegetation with the potential to support nesting birds must only occur following a check by a qualified ecologist. If any active nests are found an appropriate buffer zone must be established and works must cease within this buffer zone until such time as a qualified ecologist confirms the nest is no longer in active use.

Reason: To prevent birds being injured or killed during site works and to comply with Policy CS7 of the Woking Core Strategy (2012), Circular 06/05 Biodiversity and the NPPF.

48. Works on the application site must proceed strictly in line with the following methods of working / measures:
- Paragraphs 4.17 - 4.18 (inclusive) (Widespread reptiles) of the Preliminary Ecological Appraisal by The Ecology Consultancy, Version 6.0 dated 20/11/2019 (within the ES);
 - Paragraphs 4.22 - 4.24 (inclusive) (Hedgehog) of the Preliminary Ecological Appraisal by The Ecology Consultancy, Version 6.0 dated 20/11/2019 (within the ES);
 - Paragraphs 4.25 - 4.26 (inclusive) (Fox and rabbit) of the Preliminary Ecological Appraisal by The Ecology Consultancy, Version 6.0 dated 20/11/2019 (within the ES);
 - Paragraph 4.27 (other protected species) of the Preliminary Ecological Appraisal by The Ecology Consultancy, Version 6.0 dated 20/11/2019 (within the ES);
 - Paragraphs 4.28 - 4.30 (inclusive) (Environmental best practice) of the Preliminary Ecological Appraisal by The Ecology Consultancy, Version 6.0 dated 20/11/2019 (within the ES); and
 - The Precautionary working methods for reptiles contained within the consultation response from Surrey Wildlife Trust dated 19 February 2020.

Reason: To prevent animals being injured or killed during site works and to comply with Policy CS7 of the Woking Core Strategy (2012), Circular 06/05 Biodiversity and the NPPF.

49. ++ No development must commence pursuant to this planning permission until full details of biodiversity enhancements have been submitted to and approved in writing by the Local Planning Authority. The biodiversity enhancements across the development must be in accordance with the relevant recommendations of the Environmental Statement (ES) and must include the following:
- a) incorporation of areas of biodiverse roof where possible;
 - b) predominantly native tree, shrub and wildflower planting, details of which must include locations, species and planting plans;
 - c) landscaping to include a good diversity of nectar-rich plants to provide food for bumblebees and other pollinators for as much of the year as possible, details of which must include species lists and planting plans;

23 JUNE 2020 PLANNING COMMITTEE

- d) provision of artificial bat roosting opportunities (located on any retained mature trees on the boundaries of the site, or incorporated into the design of the new buildings and positioned between 3-5m above ground level facing south-east to south-west), details of which must include number, locations and type of boxes;
- e) provision of bird boxes for appropriate bird species (including provision integral to the design of the new buildings), details of which must include number, locations and type of boxes;
- f) features for stag beetle and other invertebrates and fungi, details of which must include number, locations and type of feature; and
- g) creation of log piles and hibernacula, details of which must include number, locations and type of feature; and
- h) a scheme to ensure that any newly installed or replaced means of enclosure within, and/or surrounding, the application site contain holes/gaps approximately 10x10cm to allow for movement of hedgehogs, common toad, frogs and other wildlife.

The approved biodiversity enhancements must be implemented in full prior to the first occupation of the relevant phase of the development hereby permitted and must thereafter be permanently retained as such for the lifetime of the relevant phase of the development.

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 NPPF.

50. ++ The development hereby permitted must not be commenced (other than site hoarding) until a Landscape and Ecological Management Plan (LEMP) based on the proposed impact avoidance, mitigation and enhancement measures specified in paragraphs 4.32 to 4.42 of the Preliminary Ecological Appraisal by The Ecology Consultancy, Version 6.0 dated 20/11/2019 (within the ES) has been submitted to and approved in writing by the Local Planning Authority. The LEMP must include (but not be limited to) adequate details of:
- Description and evaluation of features to be managed and created including measures to compensate for loss of proposed tree and hedge removal;
 - Numbers, locations and specifications for bat and bird boxes, including provision integral to the design of the new buildings;
 - Aims and objectives of management;
 - Appropriate management options to achieve aims and objectives;
 - Prescriptions for management actions;
 - Preparation of a work schedule for permanently securing biodiversity enhancements;
 - Details of the body or organisation responsible for implementation of the LEMP;
 - Ongoing monitoring and remedial measures; and
 - Details of legal / funding mechanisms.

23 JUNE 2020 PLANNING COMMITTEE

The LEMP as approved must be carried out concurrently with the development hereby permitted and thereafter be permanently maintained unless otherwise first agreed in writing by the Local Planning Authority.

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

TBH SPA / Natural England

51. ++ No residential development within a phase of the development hereby permitted must commence pursuant to this planning permission until written confirmation has been obtained from the Local Planning Authority that Suitable Alternative Natural Green Space (SANGS) has been secured for that phase and no dwelling within a phase of the development hereby permitted must be first occupied before written confirmation has been obtained from the Local Planning Authority that the works required to bring the land up to acceptable SANGS standard for that phase have been completed.

Reason: To accord with the Habitat Regulations, Policy CS8 of the Woking Core Strategy (2012) and The Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy.

Arboriculture

52. ++ Prior to the commencement of the development hereby permitted (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012 (or any future equivalent(s)), including a Tree Protection Plan(s) (TPP) and an Arboricultural Method Statement (AMS) must be submitted to and approved in writing by the Local Planning Authority. The TPP and AMS must be in accordance with ES Volume 1, Chapter 15: Mitigation and Monitoring and include (but not be limited to) the following specific issues:
- a) Location, extent, depth, installation and full details of the method of construction of services/ utilities/ drainage within Root Protection Areas or that may impact on the retained trees;
 - b) Details of special engineering of foundations and specialist methods of construction within Root Protection Areas or that may impact on the retained trees;
 - c) A full specification for the construction of any roads, parking areas and driveways within Root Protection Areas or that may impact on the retained trees, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details must include relevant sections through them;
 - d) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses;

23 JUNE 2020 PLANNING COMMITTEE

- e) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing;
- f) A specification for scaffolding and ground protection within tree protection zones;
- g) Tree protection during demolition and construction indicated on a Tree Protection Plan and demolition and construction activities clearly identified as prohibited in these area(s);
- h) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing;
- i) Details of any new / replacement boundary treatments within Root Protection Areas and methods of installation;
- j) Methodology and detailed assessment of any root pruning;
- k) Provision for the convening of a pre-commencement site meeting attended by the developers appointed arboricultural consultant, the site manager/foreman and a representative from the Local Planning Authority to discuss details of the working procedures and agree either the precise position of the approved tree protection measures to be installed OR that all tree protection measures have been installed in accordance with the approved tree protection plan;
- l) Provision for arboricultural supervision and inspection(s) by suitably qualified and experienced arboricultural consultant(s) where required, including for works within Root Protection Areas;
- m) Reporting of arboricultural inspection and supervision; and
- n) Methods to improve the rooting environment for retained and proposed trees and landscaping

No demolition, site clearance or building operations must commence until tree and ground protection has been installed in accordance with BS 5837: 2012 (or any future equivalent(s)) and as detailed within the approved TPP and AMS. The development must thereafter be carried out in accordance with the approved details or any variation as may subsequently be agreed in writing by the Local Planning Authority.

Reason: To ensure the retention and protection of trees on and 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 NPPF. This condition is required to be addressed prior to commencement in order that the Local Planning Authority may be satisfied that the trees to be retained will not be damaged during development works.

23 JUNE 2020 PLANNING COMMITTEE

Water management (SuDs)

53. The development hereby permitted must only be carried out in strict accordance with the submitted Flood Risk Assessment (Ref: RMA-RC19947 Issue 6 Dated 29th April 2020) unless otherwise first agreed in writing by the Local Planning Authority.

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

54. ++ No development must commence on the application site (with the exception of tree works and site hoarding) until construction drawings of the surface water drainage network, associated sustainable drainage components, flow control mechanisms and a detailed construction method statement have been submitted to and approved in writing by the Local Planning Authority. The scheme must then be constructed only in accordance with the approved drawings, method statement and Micro drainage calculations prior to the first use of the development hereby permitted. No alteration to the approved drainage scheme must occur without prior written approval of the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and to comply with Policies CS9 and CS16 of the Woking Core Strategy (2012) and the policies in the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

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

- i. a timetable for its implementation,
- ii. details of SuDS features and connecting drainage structures and maintenance requirement for each aspect
- iii. a table to allow the recording of each inspection and maintenance activity, as well as allowing any faults to be recorded and actions taken to rectify issues; and
- iv. a management and maintenance plan for the lifetime of the development which must include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

56. ++ Prior to first occupation of the development hereby permitted a verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface

23 JUNE 2020 PLANNING COMMITTEE

water drainage scheme), has been submitted to and approved (in writing) by the Local Planning Authority. The verification report must include photographs of excavations and soil profiles/horizons, any installation of any surface water structure and Control mechanism.

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

Thames Water

57. ++ No development hereby permitted must be occupied until confirmation has first been provided in writing by the Local Planning Authority (following consultation with Thames Water) that:

1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or
2. A housing and infrastructure phasing plan has been agreed with Thames Water to allow properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation(s) must take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: Foul water network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents in accordance with Policy CS16 of the Woking Core Strategy (2012) and the NPPF.

Environment Agency

58. ++ No residential dwellings as part of the development hereby permitted must be occupied until such time as sufficient upgrades to the existing foul water network have been completed and approved in writing by the Local Planning Authority and sewage undertaker (Thames Water). The scheme must be implemented as approved.

Reason: The Thames river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause deterioration of a quality element to a lower status class in the Hoe Stream (GB106039017900) water body because it would result in the release of priority hazardous substances, such as raw foul sewage into the water body from an overwhelming of the sewage network in accordance with Policy CS16 of the Woking Core Strategy (2012) and the NPPF.

Land contamination

59. ++ Prior to the commencement of the development hereby permitted and any contaminated land site investigations on site and in follow-up to the environmental desktop study report a contaminated land site investigation proposal must be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). This proposal must provide details of the extent and methodologies of sampling, analyses and proposed assessment criteria required to enable the characterisation of the plausible pollutant linkages identified in the preliminary conceptual model. Following approval, the Local Planning Authority must be given a minimum of two weeks written prior notice of the commencement of

23 JUNE 2020 PLANNING COMMITTEE

site investigation works on site. The site investigation works must then be undertaken in accordance with the approved details.

Reason: To address any potential land contamination and make the land suitable for the development hereby permitted without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

60. ++ Prior to the commencement of the development hereby permitted a contaminated land site investigation and risk assessment, undertaken in accordance with the approved site investigation proposal, that determines the extent and nature of contamination on site and reported in accordance with the standards of DEFRA's and the Environment Agency's Model Procedures for the Management of Contaminated Land (CLR 11) and British Standard BS 10175, must be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). If applicable, ground gas risk assessments should be completed in line with CIRIA C665 guidance.

Reason: To address any potential land contamination and make the land suitable for the development hereby permitted without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

61. ++ Prior to the commencement of a phase of the development hereby permitted a detailed remediation method statement for that phase must first be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The remediation method statement must detail the extent and method(s) by which that phase of the site is to be remediated, to ensure that unacceptable risks are not posed to identified receptors at the site and must detail the information to be included in a validation report. The remediation method statement must also provide information on a suitable discovery strategy to be utilised on for that phase should contamination manifest itself during site works that was not anticipated. The Local Planning Authority must be given a minimum of two weeks written prior notice of the commencement of the remediation works on site. The development must then be undertaken in accordance with the approved details.

Reason: To address any potential land contamination and make the land suitable for the development hereby permitted without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

62. ++ Prior to the first occupation of a phase of the development hereby permitted, a remediation validation report for that phase must first be submitted to and approved in writing by the Local Planning Authority. The report must detail evidence of the remediation, the effectiveness of the remediation carried out and the results of post

23 JUNE 2020 PLANNING COMMITTEE

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 a development the testing and verification of such systems must have regard to 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 address any potential land contamination and make the land suitable for the development hereby permitted without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

63. Contamination not previously identified by the site investigation, but subsequently found to be present at the site must be reported to the Local Planning Authority as soon as is practicable. If deemed necessary development must cease on site until an addendum to the remediation method statement, detailing how the unsuspected contamination is to be dealt with, has been submitted to and approved in writing to the Local Planning Authority (including any additional requirements that it may specify). The development must then be undertaken in accordance with the approved details. Should no further contamination be identified then a brief comment to this effect must be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of that phase of the development.

Reason: To address any potential land contamination and make the land suitable for the development hereby permitted without resulting in risk to construction workers, future users of the land, occupiers of nearby land and the environment generally in accordance with Policy DM8 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

Archaeology

64. ++ No development-related works must commence until the applicant (or their agents or successors in title) has secured the implementation of a programme of archaeological work to be conducted in accordance with an Archaeological Written Scheme of Investigation which must first be submitted to and approved in writing by the Local Planning Authority. For land that is included within the Archaeological Written Scheme of Investigation, no development must take place other than in accordance with the agreed Archaeological Written Scheme of Investigation, the programme and methodology of site investigation and the nomination of a competent person(s) or organisation to undertake the agreed works. The Archaeological Written Scheme of Investigation must accord with the appropriate Historic England guidelines and include:
- a) a statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and

23 JUNE 2020 PLANNING COMMITTEE

- b) a programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material.

The Archaeological Written Scheme of Investigation must be prepared and implemented by a suitably qualified professionally accredited archaeological person(s) or organisation.

Reason: To ensure that the potential for archaeological remains is properly addressed in accordance with Policy CS20 of the Woking Core Strategy (2012), Policy DM20 of the Development Management Policies DPD (2016) and the NPPF. This condition is required to be addressed prior to commencement in order that the ability to discharge its requirement is not prejudiced by the carrying out of building works or other operations on the site.

Energy and water

65. ++ Prior to the commencement of superstructure works on a building hereby permitted (including the stadium) full details of the Air Source Heat Pumps (ASHP), or any such alternative energy source as previously agreed in writing by the Local Planning Authority, (including manufacturers specifications, acoustic properties and location) to serve the building must be submitted to and approved in writing by the Local Planning Authority. Such approved details must be installed prior to the first occupation of the building and thereafter be permanently maintained and operated for the lifetime of the relevant building unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012), SPD Climate Change (2014) and the NPPF.

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

Development must be carried out wholly in accordance with such details as may be approved and the approved details must be permanently maintained and operated for the lifetime of the relevant dwelling(s) unless otherwise first agreed in writing by the Local Planning Authority.

23 JUNE 2020 PLANNING COMMITTEE

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012), SPD Climate Change (2014) and the NPPF.

67. ++ No dwelling forming part of the residential development hereby permitted shall be first occupied until written documentary evidence has been submitted to and approved in writing by the Local Planning Authority, demonstrating that the relevant dwelling 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 must 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 must be in the form of the notice given under Regulation 37 of the Building Regulations.

Such approved details must be permanently maintained and operated for the lifetime of the relevant dwelling(s) unless otherwise first agreed in writing by the Local Planning Authority.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012), SPD Climate Change (2014) and the NPPF.

68. ++ (a) Prior to the commencement of superstructure works for the stadium evidence that the stadium development is registered with a BREEAM certification body and a pre-assessment report (or design stage certificate with interim rating if available) demonstrating that the stadium development can achieve not less than BREEAM "Very Good" in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme) must be submitted to and approved in writing by the Local Planning Authority.
- (b) Unless otherwise first agreed in writing by the Local Planning Authority within 3 months of first occupation of the stadium a final Certificate must be submitted to and approved in writing by the Local Planning Authority certifying that not less than BREEAM "Very Good" in accordance with the relevant BRE standards (or the equivalent standard in such measure of sustainability for non-residential building design which may replace that scheme) has been achieved for the stadium.

Reason: To ensure that the development achieves a high standard of sustainability and makes efficient use of resources in accordance with Policy CS22 of the Woking Core Strategy (2012) and SPD Climate Change (2014).

Wind mitigation

69. ++ Prior to first occupation of a building hereby permitted (including the stadium), wind mitigation measures for that building, including the balconies, entry points and adjoining open spaces, must be provided to that building and adjoining open spaces

23 JUNE 2020 PLANNING COMMITTEE

in accordance with Environmental Statement (ES) Volume 1, Chapter 10: Wind Microclimate and ES Volume 3, Appendix 6: Wind Microclimate (Configuration 4). The wind mitigation measures shall thereafter be permanently retained for the lifetime of that building and adjoining open spaces.

Reason: To ensure no adverse wind microclimate conditions in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Design (2015) and the NPPF.

Sport England

70. ++ No development which restricts the operation and use of the Gymnastic Club must commence until the replacement facilities permitted under planning permission reference PLAN/2017/1063 (or as amended) are operational and available for use, unless alternative temporary facilities are provided as agreed in writing with the Local Planning Authority, following consultation with Sport England.

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use and to accord with Policy CS17 of the Woking Core Strategy (2012) and the NPPF.

Amenity spaces

71. No residential unit must be first occupied until the private and/or communal amenity space provision (excluding public space) associated with the building within which the residential unit is located is available for use in accordance with the approved plans. Thereafter the private and/or communal amenity space provision for that building must be permanently maintained for the lifetime of that building.

Reason: To ensure a good standard of residential amenity in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

72. Notwithstanding the provisions of Article 3 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any orders amending or re-enacting that Order, or superseding equivalent Order, with or without modification(s)), other than where identified as such on the approved plans the flat roof areas of the residential blocks hereby permitted shall not be used as a roof terrace, sitting out area or similar amenity area.

Reason: In order to protect adjoining properties from overlooking and noise in accordance with Policy CS21 of the Woking Core Strategy (2012), Policy DM7 of the DM Policies DPD (2016) and the NPPF.

Telecoms equipment

73. Notwithstanding the provisions of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting that Order), the following development shall not be undertaken without prior specific express planning permission in writing from the Local Planning Authority:

The installation of any structures or apparatus for purposes relating to telecommunications on any part the development hereby permitted, including any structures or development otherwise permitted under Part 16 "Communications".

23 JUNE 2020 PLANNING COMMITTEE

Reason: To ensure that any structures or apparatus for purposes relating to telecommunications on the buildings do not adversely affect the appearance of the area in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

74. ++ Notwithstanding the provisions of Article 4 (1) and Part 25 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any equivalent Order(s) revoking and/or re-enacting and/or modifying that Order), no satellite antennae shall be erected or installed on the buildings hereby permitted. The buildings hereby permitted shall have a central dish or aerial system (for each relevant block) for receiving all broadcasts for the residential units created; details of such a scheme must be submitted to and approved in writing by the Local Planning Authority prior to first occupation of any relevant block, and the approved scheme shall be implemented and permanently retained thereafter.

Reason: To ensure that any satellite antennae on the buildings do not adversely affect the appearance of the area in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

75. ++ No development of the superstructure for the stadium building hereby permitted must commence until details of anti-terrorism measures for the stadium building and access thereto, including public realm areas, (to be developed/ refined in liaison with the Surrey Police Designing Out Crime Officer and Counter Terrorism Security Advisor) have been submitted to and approved in writing by the Local Planning Authority. Approved measures must be implemented prior to first use of the stadium hereby permitted and thereafter be permanently maintained for the lifetime of the stadium.

Reason: To ensure a safe development in accordance with Policy CS21 of the Woking Core Strategy (2012) and the NPPF.

76. ++ The installation of external materials above ground floor level to the north elevation of the stadium building hereby permitted must not commence until full details of glazing arrangements at first and second floor levels of the stadium building (including the position, extent and height of translucent glazing/material) have been submitted to and approved in writing by the Local Planning Authority. Such glazing arrangements as approved shall be installed prior to the first occupation of the first and second floor levels of the stadium building and shall thereafter be permanently maintained in that condition for the lifetime of the stadium building.

Reason: To protect the privacy of residential properties located to the north of the stadium building in accordance with Policy CS21 of the Woking Core Strategy (2012), SPD Outlook, Amenity, Privacy and Daylight (2008) and 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 NPPF.
02. The applicants attention is specifically drawn to the planning conditions above marked ++. These condition(s) require the submission of details, information, drawings, etc. to the Local Planning Authority PRIOR TO THE RELEVANT

23 JUNE 2020 PLANNING COMMITTEE

TRIGGER POINT. Failure to observe these requirements will result in a contravention of the terms of the planning permission and the Local Planning Authority may serve Breach of Condition Notices (BCNs) to secure compliance. The applicant is advised that sufficient time needs to be allowed when submitting details in response to planning conditions, to allow the Local Planning Authority to consider the details and discharge the condition(s). A period of between five and eight weeks should be allowed for.

03. The applicant is reminded that the planning permission hereby granted does not grant any consent(s) that may be required under any other legislation other than The Town and Country Planning Act 1990 (as amended), including any consent(s) which may be required under the Commons Act 2006. The applicant is reminded that the red-line of the application site includes some land south of Kingfield Road, which is registered as Common Land (CL122) under the Commons Act 2006. Section 38 of the Commons Act 2006 sets out a prohibition on works without consent (of the appropriate national authority), including works for the resurfacing of land. Therefore the applicant is strongly advised to enquire at the earliest opportunity with the appropriate national authority as to whether separate consent under the Commons Act 2006 would be required for works proposed to this area of land.
04. The applicant is advised that the development hereby permitted is subject to a Community Infrastructure Levy (CIL) liability. The Local Planning Authority will issue a Liability Notice as soon as practical after the granting of this permission.

The applicant is advised that, if he/she is intending to seek relief or exemptions from the levy such as for social/affordable housing, charitable development or self-build developments it is necessary that the relevant claim form is completed and submitted to the Council to claim the relief or exemption. In all cases (except exemptions relating to residential exemptions), it is essential that a Commencement Notice be submitted at least one day prior to the starting of the development. The exemption will be lost if a commencement notice is not served on the Council prior to commencement of the development and there is no discretion for the Council to waive payment. For the avoidance of doubt, commencement of the demolition of any existing structure(s) covering any part of the footprint of the proposed structure(s) would be considered as commencement for the purpose of CIL regulations. A blank commencement notice can be downloaded from:

http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

Claims for relief must be made on the appropriate forms which are available on the Council's website at:

<https://www.woking.gov.uk/planning/service/contributions>

Other conditions and requirements also apply and failure to comply with these will lead to claims for relief or exemption being rendered void. The Local Planning Authority has no discretion in these instances.

For full information on this please see the guidance and legislation here:

<https://www.gov.uk/guidance/community-infrastructure-levy>

<http://www.legislation.gov.uk/all?title=The%20Community%20Infrastructure%20Levy%20Regulations%20>

23 JUNE 2020 PLANNING COMMITTEE

Please note this informative provides general advice and is without prejudice to the Local Planning Authority's role as Consenting, Charging and Collecting Authority under the Community Infrastructure Levy Regulations 2010 (as amended).

05. 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.
06. 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.
07. The provisions of the Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet, prepared by the Ministry of Housing, Communities and Local Government, and setting out your obligations, is available at the following address:
<https://www.gov.uk/guidance/party-wall-etc-act-1996-guidance#explanatory-booklet>
08. The permission hereby granted must 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-ordropped-kerbs.
09. The permission hereby granted must 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.
10. 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

23 JUNE 2020 PLANNING COMMITTEE

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.

11. 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).
12. 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.
13. The permission hereby granted must 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.
14. When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.
15. The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan.
16. 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.
17. 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.
18. 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.
19. The Contaminated Land Officer would like to draw the applicants/agents/consultants attention to the specifics of the contaminated land conditional wording such as 'prior to commencement', 'prior to occupation' and 'provide a minimum of two weeks notice'. The submission of information not in accordance with the specifics of the planning conditional wording can lead to delays in discharging conditions, potentially

23 JUNE 2020 PLANNING COMMITTEE

result in conditions being unable to be discharged or even enforcement action should the required level of evidence/information be unable to be supplied. All relevant information should be formally submitted to the Local Planning Authority and not direct to the Contaminated Land Officer.

20. 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.
21. The Surrey Police Crime Prevention Design Advisor has advised that the proposed development should be designed to achieve Gold Accreditation for the residential sections, Secure by Design accreditation for the commercial elements and Park Mark accreditation to the parking areas. The applicant is therefore advised to liaise with the Surrey Police Crime Prevention Design Advisor in this regard.

