

APPLICATION NUMBER	WO/20/0568
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Goldsworth Road Development

Location: Land To The North And South Of, Goldsworth Road, Woking, Surrey, GU21 6JT

Development: "Demolition of all existing buildings and redevelopment of the site for a phased mixed-use scheme, comprising 965 residential units (Class C3), communal residential and operational spaces, commercial uses (Classes A1/A2/A3/A4/B1/D1/D2) at ground floor and homeless shelter (sui generis) within 5 blocks of varying heights of between 9 and 40 storeys (plus rooftop amenity) to the north and south sides of the site together with soft and hard landscaping including public realm works, highway alterations to Goldsworth Road, car parking, cycle parking, bin storage, ancillary facilities and plant"

Contact Officer	Tony Otterson	Consultation Date	6 July 2020	Response Date	7 December 2020
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

Access

- 1) Each phase of the development hereby approved shall not be first occupied unless and until the proposed accesses to Goldsworth Road relevant to that phase have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. And thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m high.
- 2) Each phase of the development hereby approved shall not be first occupied unless and until existing redundant vehicle access relevant to that phase from the site to Goldsworth Road and to Church Street West have been permanently closed and the road kerbs and footway fully reinstated.

Parking

- 3) Each phase of the development hereby approved shall not be first occupied unless and until space has been laid out within that phase in accordance with the approved plans for vehicles and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.
- 4) Each phase of development hereby approved shall not be first occupied unless and until electric vehicle charging spaces have been provided in accordance with a phasing scheme, totalling 53 active and 53 passive charging spaces, to be submitted to and approved in writing by the Local Planning Authority. And thereafter these facilities shall be permanently maintained for their designated purpose.

Pedestrianisation

- 5) The parts of the development hereby approved that occupy land within the public highway in Goldsworth Road and remove the existing vehicle turning head located at the eastern end of Goldsworth Road, shall not

be commenced unless and until the highway works that provide a replacement vehicle turning head within Goldsworth Road, have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

6) The work proposed to pedestrianise the adjacent section of Goldsworth Road shall not commence until the SCC/WBC works associated the widening of Victoria Arch have provided the additional lane at the junction of Victoria Way with Church Street West, allowing for left turning traffic from Victoria Way towards the west.

On-street Parking and Servicing

7) The development hereby approved shall not be first occupied unless and until the proposed delivery bay, alterations to the existing parking restrictions on Goldsworth Road and the associated Traffic Regulation Orders have been designed and implemented at the applicant's expense, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Construction Management Plan

8) No development shall commence until a Construction Transport Management Plan, to include details of:

- a. loading and unloading of plant and materials within the site and/or to/from the public highway
- b. storage of plant and materials within the site and/or on the public highway
- c. provision of any boundary hoarding on the public highway frontage(s) of the site
- d. the routing of heavy goods vehicles to/from the site
- e. measures to prevent the deposit of earth or other construction-related materials from the site onto the public highway
- f. turning for heavy goods vehicles clear of the public highway
- g. any proposed temporary occupation of the public highway, associated with the construction of the development together with proposals to temporarily divert public highway users during any such highway occupation

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

Service and Delivery Management

9) Prior to the first occupation of the development hereby approved a Service and Deliveries Management Plan, including details of:

- a. hours of service operation;
- b. hours of operation for the service yard gate and its method of control;
- c. details of the parcel drop facilities and its management;
- d. maximum service vehicle sizes; and
- e. service area management

Shall be submitted to and approved in writing by the Local Planning Authority. And then the approved Service and Deliveries Management Plan shall be implemented, retained, and maintained in accordance with the approved details and to the satisfaction of the Local Planning Authority.

Structures over the Highway

10) The phases of the development hereby approved that include balconies which overhang the public highway land in Goldsworth Road, namely Tower T1 and T2, shall not be commenced unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

- (a) An assessment of the risk of an object falling from a balcony onto the highway below, including measures and restrictions on its use to minimise this risk.
- (b) A schedule of structural assessments of each balcony to ensure its structural integrity, and remedy any structural fault identified.
- (c) The enclosure of the handrail / balustrade of each balcony to its full height.

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Travel Choice

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

(a) Travel Statement which includes an Information Pack to be provided to residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs

(b) The provision of 5 car club spaces within the developments boundary.

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Cycle Parking

12) Each phase of the development hereby approved shall not be first occupied unless and until the cycle parking relevant to that phase have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and when completed providing a minimum of 1064 cycle spaces within the development and a further 25 cycle parking spaces within the external landscaping areas of the scheme. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Car Ownership

13) No above ground works shall begin unless and until a scheme to secure its occupation as 'Low Car Ownership' has been implemented in accordance with details which have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that:

(a) In respect to the Woking Controlled Parking Zones (CPZ area 1 to 5), residents (not being holders of a disabled person's badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970 or similar legislation) of the development are excluded from entitlement to resident's parking permit .

(b) Where a parking permit is issued by the relevant local planning authority in error and/or contrary to this Agreement, the occupant / holder of the resident's parking permit shall surrender the permit to the issuing local planning authority immediately

(c) The restrictions contained in this Clause shall apply to and be communicated to all future residential occupiers of the development including successors in title as well as any persons occupying the premises as a tenant or licensee.

On-street Car Club Facilities

14) The work proposed to pedestrianise the adjacent section of Goldsworth Road shall not commence until the 2 on-street Car Club spaces impacted by the works have been replaced within the local area in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reasons

Conditions 1-10 are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Conditions 11-14 are required in recognition of Section 9 “Promoting Sustainable Transport“ in the National Planning Policy Framework 2019.

Policy

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

Highway Informatives

1) The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

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

3) 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.

4) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

5) 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.

Note to Case Officer

Development Proposals

The scheme has been reduced in height during the post application discussions. As a result, the proposed development consists of 929 residential units (down from 965 residential units), 2,710sqm of ground floor commercial units and replacement facilities for the Woking Railway Athletic Club and the York Road Project (a 31 bed homeless support building). 263 parking spaces are proposed to serve the residential development.

The supporting transport assessment (which was based on the original residential element of 965 units) suggests the development will generate the following peak period two-way traffic movements:

Residential AM Peak 113 PM Peak 50

The site is well placed to take advantage of local public transport facilities (including the town centre Bus and Rail services) and various shopping, leisure and health facilities within the town centre and the immediate areas to the west.

The development will also provide 5 car club spaces within the development, allowing those residential without general access to a car the option to hire a car from the development on those occasions when the use of a car is required.

The proposed development will provide 263 car parking spaces. This clearly falls short of the traditional parking standards, but the Highway Authority are supportive of this in this case. The site is located in a highly sustainable area, allowing for residents and visitors to travel to and from the site using non car modes.

Our Travel Plan Officer has assessed the Travel Plan, but does not think that one is necessary because the proposed parking per dwelling ratio is very low; and the site is located in an extremely sustainable location. A Travel Statement is more appropriate in this case. This is a smaller version of a Travel Plan, without any targets, and therefore does not require monitoring or the associated fee. A travel information pack should accompany the Travel Statement, and the Travel Statement should describe how the pack would be distributed to all residents.

Planning History

During 2016 an application for the following development was made:

“Demolition and clearance of the site and erection of a phased development comprising 560 residential units, 10,553 sqm of offices, 827 sqm of retail and gym use (A1-A4 and D2) with 395 parking spaces, public realm improvements and highway works to Goldsworth Road. Block A to comprise ground plus 34 storeys, Block B comprising ground plus 25 and 20 storeys, and Block C comprising ground plus 17, 14 and 10 storeys.”

The application received a resolution to grant at Planning Committee in October 2016; however, the Section 106 Agreement was never signed and planning permission therefore never issued.

This scheme was to provide a total of 370 parking spaces, consisting of 268 residential spaces, 90 offices spaces with the remaining 12 allocated to existing local developments impacted by the scheme.

This previous scheme was predicted to generate the following two-way vehicular trips:

Residential	AM Peak 107	PM Peak 75
Office	AM Peak 41	PM Peak 33
Total	AM Peak 148	PM peak 108

Based on the above traffic generation predictions, although the current scheme provides an additional 405 residential units, the peak period traffic generation is likely to be lower. This is due to the reduced residential parking provision per unit, resulting in a comparable overall parking number, and the reduced commercial floor area which is not supplied with car parking in this current application.

Widening of Victoria Arch

Victoria Arch is the railway bridge located directly to the east of the development allowing the A320 Victoria Way to pass under the railway, providing an important town centre link to / from the south. Currently the arch provides a single traffic lane in each direction with limited cycle / pedestrians facilities on each side.

A joint WBC/SCC bid was made for funding for the widening of the Arch to the central government Housing Infrastructure Fund (HIF). This bid was successful and the design of the widening is under way.

The highway works will deliver two lanes in each direction under the bridge with wide footway / cycle ways on either side within culverts which separate more vulnerable road users from passing vehicular traffic.

In addition, due in part to the changes in levels at the junction of Goldsworth Road with A320 Victoria these works involve the closure of Goldsworth Road at its eastern end. To re-provide for vehicles turning left from Victoria Way a new left turn lane will be provided at the Church Street West junction a short distance to the north.

Due to the need for access during the construction of these works, the pedestrianisation of Goldsworth Road proposed as part of the Ecoworld planning application cannot be implemented until the highway works associated with the widening of Victoria Arch have been completed.

These highway works are anticipated to start in autumn 2021 and conclude in spring 2024. Network Rail will undertake the Victoria Arch widening and replacement bridge works, which are anticipated to start in spring 2022 and expected to conclude in early 2024.